

CALVERT COUNTY TRANSPORTATION PLAN

TECHNICAL MEMORANDUM #1 Review of Plans and Studies

March 2019

Note: This is the first in a series of technical memoranda prepared for the Calvert County Department of Planning & Zoning in developing the Calvert County Transportation Plan. The purpose of each technical memorandum prepared for is to present facts, analysis, ideas, issues and recommendations that will inform the plan. The views expressed, and recommendations offered in each memorandum are solely based on the consultant's judgment and should not be considered as endorsed by the Calvert County Department of Planning & Zoning or any other county department or officer.

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Introduction

As part of developing Calvert 2040, the Calvert County Comprehensive Plan, the Department of Planning & Zoning has initiated an update of the County's Transportation Plan which was initially written in 1997. The purpose of the transportation plan is to guide the County's future investments in and advocacy for the County's multimodal transportation network.

The purpose of this Technical Memorandum is to provide a comprehensive listing of transportation plans and projects identified by local, regional and state agencies for potential implementation in Calvert County. This inventory makes no judgment as to the efficacy of any project; it is assumed that if a project is included in a plan, then it has some level of endorsement by the sponsoring agency unless otherwise specifically noted. This memorandum also summarizes relevant statutes which govern the traffic and transportation planning, engineering and construction processes.

An accompanying geodatabase has been created for ease of reference and analysis in preparing the transportation plan. The geodatabase lists each specific project and includes a brief description, project source and sponsoring agency, modal type, status, and cost estimate, if available.

Transportation Plan Background and Context

Over a thirty-year period beginning in the early 1980s, Calvert County's population grew by nearly 170% from 34,638 residents in 1980 to 91,502 residents in 2017¹. This growth can be attributed to the always strong federal sector in the core of Washington, DC and at Joint Base Andrews, Suitland and New Carrollton among other suburbs, and base realignment to the benefit of Patuxent River Naval Air Station. Newcomers were willing to exchange a longer commute for Calvert County's high quality of life with easy access to the Chesapeake Bay and Patuxent River, low taxes and good schools.

During that time, the Maryland Department of Transportation State Highway Administration (MDOT SHA) widened portions of MD 2/4 and worked closely with the County on access management strategies to mitigate some of the stop-and-go traffic; MDOT's Maryland Transit Administration grew its commuter bus ridership and park-and-ride capacity nearly ten-fold. The county also implemented growth management strategies that preserved rural areas and targeted town centers in Solomons, Lusby, Prince Frederick, Dunkirk and elsewhere for residential and commercial development.

Key Transportation Characteristics ²	2009	2016
Workers 16 Years or Older	45431	44872
Drive Alone	90.2%	90.1%
Use Public Transit	3%	3%
No Vehicle in Household	1.0%	1.5%
Work in County of residence	41.1%	38.1%
Average time to work (minutes)	39.3	41.4
Greater than 60 min drive	26.4%	29.0%

Thirty years after the residential boom started, population growth has stabilized. Projections through 2040 indicate a rate of growth in

¹ <https://www.census.gov/programs-surveys/popest/data/tables.2017.html> retrieved on March 1, 2019

² <https://www.census.gov/quickfacts/fact/table/calvertcountymaryland,US/PST045218> retrieved on March 1, 2019

Calvert County averaging 0.5% annually.³ While Calvert County's population growth has stabilized, its demographics and commuting patterns are changing rapidly. Baby boom retirements have reduced the number of persons in the workforce, but those who are working are do so with a longer commute to a destination outside of the county.

While managing congestion and improving travel reliability are the County's primary goals outlined in the draft comprehensive plan, integrating local and state efforts to improve traffic safety, identifying the most critical gaps in the pedestrian and bicycle network, maintaining roads in a state of good repair, and improving the resiliency of the County's transportation infrastructure all play an important role supporting in maintaining the high quality of life to which residents have become accustomed. The Calvert County Transportation Plan will address these issues to chart the next 20 years of integrated transportation and land use planning in Calvert County.

Relevant Local Transportation Planning & Policy Statutes

The Calvert County Zoning Ordinance (Articles 5.3.13, 6-10.01 and 7-1.05, et al.) provides for an adequate public facilities (APF) test (commonly known as an "APFO") to evaluate the extent to which existing roadways can accommodate new residential, commercial or industrial development. The zoning ordinance establishes a broad process by which traffic studies are to be conducted and establishes a level of service standard which varies by roadway type and development location. Developments may not be permitted unless the developer mitigates the additional traffic brought by the development; the Director of Public Works has broad authority to determine mitigation measures to achieve adequacy.

Separate from the county's APF regulations is the County's **building excise tax (Chapter 136-11, Article III)** which is applied as either "per dwelling unit" or per square foot of commercial/industrial development. All revenue generated by commercial, industrial, or institutional construction and \$350 of each residential assessment is credited to the Solid Waste Enterprise Fund; each residential unit is assessed an excise tax between \$5,100 and \$12,150 depending on the type of unit; \$3,500 of the excise tax is dedicated to the County's road account and budgeted through the usual appropriations process.

Chapter 104-2 of the County Code is commonly referred to as the Road Ordinance and was last updated in 2018. It establishes regulations and criteria for the planning, construction, improvement, reconstruction, maintenance, and repair of roads, including but not limited to sidewalks, curbs and gutters, storm drainage facilities, utilities, incidental structures, streetlighting, and landscaping, etc.

³ Moving Forward 2040: C-SMMPO Long Range Transportation Plan, Chapter 2.1

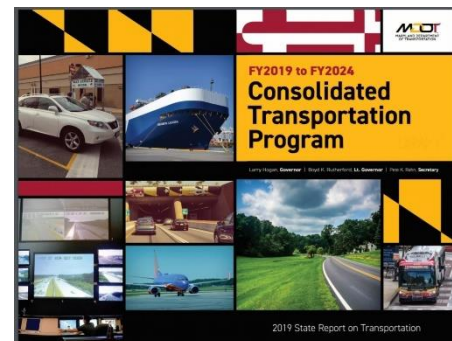
Summary of Transportation Planning & Budget Documents

The County's transportation plans are established in several ways: communicating priorities to state officials, mode specific plans, and comprehensive planning documents required by state or federal law. This section summarizes the key transportation planning and budget documents since 2010. The plans and studies below identify more than 240 transportation projects ranging from new grade-separated interchanges along MD 2/4 to new sidewalks in the Town Centers. This inventory makes no judgment as to the efficacy of any project; it is assumed that if a project is included in a plan then it has some level of endorsement by the sponsoring agency.

Appendix 1 includes a full listing of the recommended projects accompanied by Appendix 2 which is a map of improvements for the county and each Town Center. A geodatabase has been created for ease of reference and analysis in preparing the Transportation Plan. The geodatabase lists of each specific project and includes a brief description, project source and sponsoring agency, modal type, status, and cost estimate.

Calvert County 2017 MDOT Priority Letter

In its 2017 letter to Maryland Transportation Secretary Pete Rahn regarding priorities for the MDOT Consolidated Transportation Program, the Calvert County Board of Commissioners primarily emphasized the continued importance of expanding capacity on MD 2/4, including widening of MD 2/4 from just south of Prince Frederick to the Anne Arundel County line and reconstruction of the Thomas Johnson Bridge connecting to St. Mary's County. The Board requested funding for the engineering and design of Phases 3A and 3B, which are just north of the phase which is currently under construction. The Board of County Commissioners also requested funding for the engineering and design of stormwater management strategies for an 860-foot segment of MD 261 in North Beach, which experiences serious flooding during coastal storms and heavy thunderstorms. An additional request was made regarding safety improvements on MD 4, from Fishers Station Road to the intersection of MD 4, MD 258, and Talbot Road. While this section of MD 4 is in Anne Arundel County, it impacts Calvert County because the northbound stretch of state highway does not have shoulders and can back up for miles in the event of a crash. The State Highway Administration has already studied the road segment and has moved to the design phase of the planned safety improvements. Other funding requests include several intersection safety and operations studies, transit service expansion, and streetscaping for Lusby Town Center.



Calvert County 2018 Priority Letter

As in the 2017 Priority Letter, the 2018 Calvert County Priority Letter is steadfast in its request for continued State support for the MD 2/4 widening project, the Governor Thomas Johnson Bridge reconstruction and MD 4 improvements project, intersection improvements along MD 231, safety enhancements along MD 4, transit service expansion, stormwater management interventions along MD 261 in North Beach, and several other safety and operations improvements. Since the 2017 Priority Letter, progress has been made on each of these projects, and Calvert County received additional funding for a Charlotte Hall transit route connection, benefitting the county's veteran population. New requests include a Safe Routes to School plan, providing sidewalks on MD 261 near Beach Elementary School, and safety improvements at Richfield Station Intersection.

Tri-County Council for Southern Maryland Priority Letter 2018

The Tri-County Council for Southern Maryland consists of Charles, Calvert, and St. Mary's Counties. To inform priorities for the FY 2019 – 2024 Maryland Department of Transportation Consolidated Plan, each county selects projects from their individual priority letters, which are then agreed upon by the Tri-County Council for Southern Maryland's Regional Infrastructure Advisory Committee. The highest priority project was in Calvert County and St. Mary's Counties, the Governor Thomas Johnson Bridge replacement with accompanying improvements to MD 2/4. Additional Calvert County projects include the enhancement of commuter bus services and the widening of MD 2/4 between MD 765A and Auto Drive.

Calvert County Comprehensive Plan (Dec. 2018 Draft)

The December 2018 draft of the Calvert County Comprehensive Plan provides the framework that will guide Calvert County development over the next 20 years. The plan establishes the County's mission, which is "to maintain and/or improve the quality of life for all citizens by promoting sustainable development, encouraging a stable and enduring economic base, providing for safety, healthy, and education, and preserving the natural, cultural, and historic assets of Calvert County." The Plan envisions a transportation system of safe highways with moderate congestion and readily available transit. Additionally, walking and biking would be practical modes of transportation within and around Town Centers. Key issues identified are as follows: peak hour traffic congestion at key intersections along MD 4 and MD 2/4, maintaining the character of rural collector roads, the lack of transit service within and between Town Centers, the limited connectivity of sidewalks and trails for bicyclist or pedestrian use, and the lengthy trips vehicles often take due to the county's incomplete road network.



The draft Comprehensive Plan calls for these issues to be addressed by:

- Building new roads that allow efficient and multi-modal circulation between subdivisions and within Town Centers
- A transportation system management program, including smart traffic signals, transit system priority, traffic engineering, transit, and carpooling/vanpooling
- The newly adopted Neighborhood Traffic Management program, where unincorporated communities may request safety studies from the County
- Coordinating and managing roadway access to MD 4 and MD 2/4 with Town Center circulation plans
- Studying the operations of arterials such as MD 231 and MD 260
- Working with the Maryland Transit Administration to increase bus service to Washington, DC and create local transit service areas
- Community land use planning

An additional consideration is the potential placement of a new Chesapeake Bay crossing in Calvert County. If the Maryland Department of Transportation decides Calvert County is the optimal location for an additional bridge, pass-through traffic to MD 4 will increase substantially and the County will need to contend with its impacts.

Calvert-St. Mary's MPO Long Range Transportation Plan: Moving Forward 2040



In 2016, the Calvert-St. Mary's Metropolitan Planning Organization (MPO) adopted a fiscally constrained 20-year transportation plan as required by federal law. The plan identifies future regional transportation investments, which can be made using reasonably available revenue as forecast by MDOT. The highest priority project identified was the four-lane widening of MD 4 from Patuxent Point Parkway in Calvert County to MD 235 in St. Mary's County, including a replacement for the Thomas Johnson Bridge. Additional projects listed for Calvert County are the construction of three interchanges along Solomons Island Road at the future Southern Connector Boulevard, MD 497, and Dowell Road.

State Highway Administration Highway Needs Inventory

The MDOT State Highway Administration Highway Needs Inventory (HNI) is a long term, financially unconstrained technical reference and planning document which identifies highway improvements to serve existing and projected population and economic activity in the state. The projects identified in this document represent only an acknowledgment of need based on technical analysis and adopted local and regional transportation plans. The HNI is not a construction program, and inclusion of a project does not represent a commitment to implementation. The HNI is not financially constrained nor is it based on revenue forecasts, statewide population, and land use patterns. Last revised in 2017, the HNI includes 15 Calvert County projects.

Projects on the SHA primary roadway system include:

- construction of three interchanges along Solomons Island Road (Southern Connector Boulevard, MD 497, and Ball/Calvert Beach Roads)
- reconstruction of four segments of divided highways with access control improvements along MD 2 and MD 4
- reconstruction of Thomas Johnson Bridge

Project on the secondary highway system include:

- Multi-lane reconstruction along several segments of MD 231, MD 260, and MD 261
- A divided highway reconstruction of MD 231 from the Charles County line to Barstow Road
- A two-lane reconstruction of MD 261 from MD 263 to Old Bayside Road

Calvert County Transit Development Plan

Required as a condition of receiving funds from the Maryland Department of Transportation Maryland Transit Administration (MDOT MTA), the Transit Development Plan is a document that guides public transportation improvements over a period of five to seven years. Calvert County's plan was most recently adopted in 2016. Key transit issues identified are limited service hour and frequency, transfer inefficiencies, lack of service to desired areas, and poor access to MTA Commuter Buses. Taking expected federal, state, and local funding into account, the document recommends short-term, mid-term, and long-term improvements as described below:

Calvert County Public Transportation Transit Development Plan

FINAL
February 2016



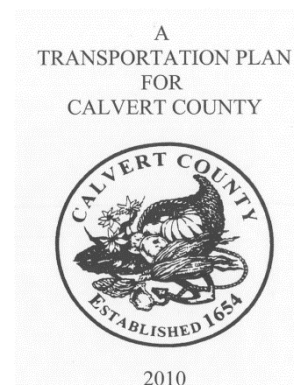
Prepared for
Calvert County Public Transportation
CALVERT COUNTY
MAY 2016

- Short-term improvements include a revision of the existing local routes and shuttles, enhanced public information and community outreach, and a dedicated transfer center
- Mid-term improvements include new service to the regional transfer center, an additional evening run from Prince Frederick, extended weekend hours, bus stop signs in Prince Frederick, and improved bus stop amenities
- Long-term improvements include increased route frequency and expanded demand-response service

Additionally, the plan recommends replacing transit vehicles at a rate of 3-4 per year.

Calvert County Transportation Plan 2010

Adopted in 1997, the first ever Calvert County Transportation Plan established specific improvements to meet County transportation needs and inform land use patterns through 2010. The Plan was written in response to the County's rapid population, housing, and job growth between 1960 and 1995. At the time, approximately 57% of Calvert County residents were employed outside of the county, mostly in Prince George's County and Washington, DC., and documented "growing pains" were increased congestion on state arterials and increased angle and fixed-object crashes on state roads. Recommendations from the Plan were proposed with Calvert County's projected future land use in mind, assuming 83% of all households would be located outside of Town Centers at a low density; all future commercial development would be in Town Centers. In anticipation of the County's significant increase in commuters, the main priority within the Plan was transportation systems management. This includes access control management and intersection improvements for MD 4 and MD 2/4, expanded park-and-ride lots, incentives for carpoolers, and roundabout assessment for traffic control in lieu of traffic signals. Additionally, numerous capacity upgrades were proposed for main arterials and collector roads. Extensions and new connections were proposed for the County's public transit system, focusing on increased service to Prince Frederick, the development of rapid transit, and transit stations within each Town Center. Finally, the Plan proposed a list of sidewalk connections and improvements, particularly focusing on Town Centers.



2040 Maryland Bicycle and Pedestrian Master Plan

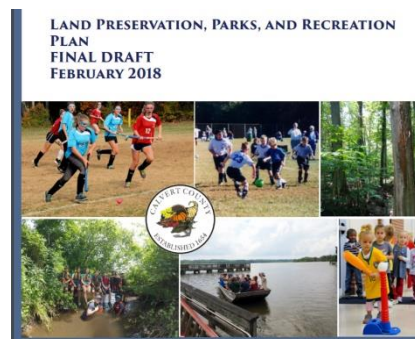
Updated in 2019 by the Maryland Department of Transportation, the 2040 Maryland Bicycle and Pedestrian Master Plan presents a 20-year vision for improving bicycle and pedestrian access across the state. In its discussion of Southern Maryland, common threads are the need for better agency coordination, improved on-road facilities on state highways, and expanded sidewalk connectivity within communities. MD 4, MD 231, and MD 260 are the state highways within Calvert County that have existing bicycle signage. Future initiatives may focus on upgrading facilities on these roads and working with regional planning organizations and other partners to identify additional areas of opportunity.



Calvert County Land Preservation, Parks, and Recreation Plan 2018

The 2018 Calvert County Land Preservation, Parks, and Recreation Plan was adopted by the Board of County Commissioners. It replaces the previous plan adopted in 2014. The 2018 plan sets the goal of developing an interconnected system of pedestrian trails and bike paths throughout the county, also connecting to the greater Southern Maryland region. To do so, it is recommended that the County:

- Complete a countywide bicycle and pedestrian master plan
- Continue to evaluate existing linear corridors, rights-of-way, and other potential areas for future trail development



- Seek to acquire rights-of-way and open space through zoning, or subdivision entitlement process to utilize for future trail creation
- Create trails and paths within town center areas that connect with outlying parks and open spaces
- Continue to create, support, and promote public water trails in Southern Maryland
- Leverage lessons learned by neighboring counties to plan, construct, and operate multi-modal hiker/biker trails

Town Center Master Plans

Calvert County has seven Town Centers which have designated boundaries, master plans and zoning ordinances. These Town centers have helped the county concentrate commercial development in a few locations rather than scattered through the county, consistent with the County's effort to maintain the integrity of its rural areas. The seven Town Centers are Dunkirk, Owings, Huntingtown, Prince Frederick, St. Leonard, Lusby and Solomons from north to south. The municipalities Chesapeake Beach and North Beach are considered Town Centers; however, each has its own their own planning and zoning authority and their own comprehensive plans. The master plans for the seven Town Centers provide an overall framework of development for the Town Center and are an addendum to the Calvert County Comprehensive Plan. The Town Center plans provide land use and infrastructure recommendations as well as appearance guidelines that improve the state of each Town Center and preserve the unique characteristics of each one. General recommendations common in the Town Center plans include grid network roads that relieve the main roads of local traffic and congestion as well as streetscape projects and bike and pedestrian network expansions. Each Town Center has a master plan as summarized below.

Dunkirk Master Plan and Zoning Ordinance

This Master Plan and Zoning Ordinance was adopted in July of 1987 and revised seventeen times between 1992 and 2018, most revisions were made to the Zoning Ordinance regulations. The geographic location of Dunkirk is approximately 22 miles south of Washington, DC on MD 4; the Town Center includes approximately 200 acres of land.

Dunkirk's land use includes commercial and institutional uses. MD 4, arterial highway serves the Town Center. Two county collector roads also provide access to the east and west of the Town Center. Ferry Landing Road connects MD 4 and the Patuxent River. Ward Road, extends east and then north from Dunkirk, connecting MD 4 and Brickhouse Road. Several at capacity Park and Ride facilities are in Dunkirk.

DUNKIRK MASTER PLAN AND ZONING ORDINANCE



The Dunkirk Town Center should serve as a visual marker much like a gateway, at the entrance to Calvert County. It is important that Dunkirk reflect the best features of the County's land use development philosophies and create a positive first image. Six policies established to achieve the goal of the Dunkirk Master Plan are as follows:

- The entire Town Center area of Dunkirk will be treated as an economic and aesthetic whole
- A "sense of place" with recognizable boundaries and unifying characteristics will be created in the commercial core of Dunkirk
- Established residential areas adjacent to the Town Center will be protected and enhanced
- Commercial development will be encouraged
- The efficiency and safety of MD 4 will be a primary goal

The relevant land use and transportation recommendations within Dunkirk are as follows:

- Dunkirk should meet the commercial and public facilities needs of area residents, rather than be a high-density residential area.
- Development on MD 4 should have the minimum impact on the service capacity and safety of major access route.
- An off-corridor circulation system is needed to prevent congestion and dangerous traffic points. The internal circulation system should provide sufficient access and a safe and efficient means of controlling traffic.
- New road locations need to be pre-planned for the benefit of the public and potential developers.
- The future level of service of Ferry Landing Road and MD 4 should be considered, as it is predicted to deteriorate.
- Residents of Ferry Landing Woods Road need a way to get to the Dunkirk District Park without going out onto MD 4.
- As Dunkirk develops, lowering speed limits within the Town Center limits may become necessary.
- Residents of Apple Green need a way to get to the shopping center on the east side of MD 4 without going onto MD 4. This route should not become a short cut for through traffic.

Owings Town Center Master Plan and Zoning Ordinance

The Owings Master Plan and Zoning Ordinance was adopted in June 2000. The Zoning Ordinance has been amended seven times between 2001 and 2018. The 75-acre Town Center is located along MD 260 (Chesapeake Beach Road) and MD 2 south of the Anne Arundel County line. Within Owings, the “Town Center” district is zoned to allow mixed use development; employment centers and residential zones border the Town Center district. The Town Center Plan provides a regulating plan which breaks the Town Center into three districts, the Core District, Village District and Edge District. Each district has designated guidelines for various land uses.

OWINGS TOWN CENTER

MASTER PLAN
AND
ZONING ORDINANCE



The Owings Town Center has environmental conditions that limit the number of developments that can take place with on-site sewerage disposals systems; however, a public sewerage system would be fully compatible with the recommendations in the Master Plan and allow for intensive use of the undeveloped Town Center lands and more intensive re-use of currently developed land. Wetlands and floodplains associated with Hall Creek occupies almost one-third of Town Center. These areas form a natural edge to the Town Center. The terrain in Owings varies from relatively flat to steep. The edge of MD 2 has the latter condition, which in effect, prevents connections to MD 2. The Owings Town Center Master Plan focuses on a circle at the intersection of Chesapeake Beach Road and Thomas Avenue to integrate the employment center and the Town Center to manage circulation and conflict between the local and through traffic. The other transportation recommendations to address this vision are the following:

- Additional streets radiating from the proposed circle
- Construct a service lane along the south side of MD 260 (Chesapeake Beach Road) and interconnect parking lots in the rear of new buildings
- New residential street network south of Chesapeake Beach Road for future development

- New streetscape and infill development on Thomas Avenue
- Although MD Route 260 is recommended to be widened to four lanes on the State Highway Administration's Highway Needs Inventory, it is not recommended by the County or State Transportation Plan yet. Should future planning determine that MD 260 be widened through the Owings Town Center, guidelines should be followed for streetscape design standards

Huntingtown Master Plan and Zoning Ordinance

The Huntingtown Master Plan and Zoning Ordinance was adopted in October 1993 and revised fourteen times between 1994 and 2018, with the majority of revisions being made to the Zoning Ordinance regulations. At the time of the original plan, Huntingtown was a rural crossroads community centered around the intersection of Old Town Road (MD 524) and Hunting Creek Road (MD 521). The 304-acre Town Center is seven miles north of Prince Frederick, and 42 miles southeast of Washington, DC. Huntingtown was designated a minor Town Center by the Calvert County Comprehensive Plan in 1983. The Town Center has a rural characteristic with old tobacco barns, distinctive residential architecture, and large oak trees throughout the Town Center area. A small commercial center provides the basic amenities and a gathering place for the area.



Huntingtown lies along a ridgeline with streams draining to the east and south both of which are tributaries to Hunting Creek and to Cocktown Creek to the north. The Town Center has a topography that is gently to moderately sloping in the upland areas and steeply sloping along the deeply incised stream channels. Approximately 60 percent of the Town Center is forested, primarily in areas with slopes too steep to farm or removed from public roads. The remainder of the Town Center is either developed, in active agriculture, or open fields. All developments use individual septic systems and wells.

The Huntingtown Master Plan reflects the community's vision to protect and enhance the small-town character of Huntingtown with objectives such as accommodating future growth within the Town Center, encourage compatible commercial development while protecting existing residences and resolve traffic safety issues by establishing a safe and functional road systems. To address these objectives, the master plan makes infrastructure, land use districts, public spaces, and community appearance recommendations. Some of the relevant recommendations are as follows:

- Prohibit any new entrances to MD 2/4 along the Town Center's frontage.
- Permit and encourage a common sewage system for providing senior housing complex; conduct a study to evaluate a public sewer system.
- Monitor the need for a community water system. When needed, construct a small community water system with an elevated storage tank to provide a safe and reliable source of water and fire protection for the town center. This community water system should include a well field, a treatment facility, an elevated storage tank, and a distribution system.
- The three land use districts proposed within Huntingtown Town Center are mixed use, neighborhood and residential districts.
- Encourage establishment of road network parallel to MD 2/4 to serve as a relief route.

Prince Frederick Master Plan & Zoning Ordinance

The Prince Frederick Master Plan was adopted in 1989. The plan has been amended once between its adoption and 2018. The Zoning Ordinance was adopted in 1992. Approximately 46 miles from Washington, DC and 64 miles from Baltimore, Prince Frederick is the capital of Calvert County and the largest Town Center. Prince Frederick is the major employment center in the county with the largest concentration of public and quasi-public services.

PRINCE FREDERICK MASTER PLAN & ZONING ORDINANCE



In 2013, a charette was held to consider changes to the Prince Frederick Town Center reflecting the changing demographics, competition for employment and commercial development, and housing patterns. The charette recommended increasing the Town Center to 2,218 acres to provide the proper land for growth around the activity centers in the area. The 2013 plan added some land on the north and west side of the town center and subtract some land from the south side of the town center. The charette also recommended creating three districts within the Town Center: a hospital district to the north, cultural district where the middle and high schools are located, and the civic district which includes the old town area and government center. The town center plan proposes new trails and road networks that include inter-Prince Frederick Town and regional connections. The road improvements include connections that help relieve MD 2/4 and connect the Community College without traveling on Hallowing Point Road.

St. Leonard Town Center Master Plan

The current St. Leonard Town Center Master Plan became effective on November 26, 2013. It replaced the initial St. Leonard Master Plan, which was adopted in 1995. St. Leonard is located about four miles south of the Prince Frederick Town Center, eight miles north of the Lusby Town Center and less than a mile from the Chesapeake Bay. The 335-acre Town Center is bounded on the west by MD 2/4 and on the east by the electric power easements from the Calvert Cliffs Nuclear Power Plant. The northern boundary is north of the St. Leonard Post Office and the southern boundary is north of the St. Leonard Elementary School. The updated Town Plan proposes increasing the size to 362 acres by expanding the Town Center to the southeast of Route 765 to include St. Leonard Elementary School. The Town Center is accessed from the north and south by MD 765. Access from the west is from Calvert Beach Road/Ball Road intersection with MD 2/4 and from the east from Calvert Beach Road. The Master Plan divides the Town Center into three areas from north to south: Mixed Use District, Core District, and Residential District.

St. Leonard Town Center Master Plan



The Master Plan identifies five goals, which are as follows:

- Improve road circulation and traffic safety
- Promote an attractive image for the Town Center
- Maintain a high level of environmental quality while balancing economic development in the Town Center
- Provide adequate public facilities
- Encourage economic development that is compatible with the environmental, cultural, historical, and aesthetic character of St. Leonard

The following land use and transportation, policies, and actions were included in the Town Center Master Plan:

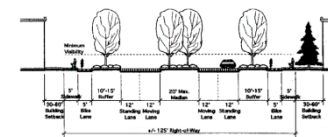
- Encourage mix of uses within the Core District.
- Reinforce the village character and encourage pedestrian circulation in the Mixed-Use District.
- To encourage walking, require sidewalks and street trees for new development and for redevelopment projects in the Mixed-Use and Residential Districts.
- Permit uses compatible with residential use in the Residential District.
- Preserve a 100-foot wooded buffer along MD 2/4.
- Consider grid network pattern parallel to St. Leonard Road and Calvert Beach Road, off the main corridors.
- Consider construction of a second access route with sidewalks and bikeways or shared use path to MD 765 from the communities lying east of St. Leonard, either south or north of the MD 765/Calvert Beach Road intersection.
- Develop a Town Center sidewalk and bicycle network.

Lusby Town Center Master Plan and Zoning Ordinance

The Lusby Town Center Master Plan and Zoning Ordinance was adopted in January 2002. The Zoning Ordinance has been amended eight times between 2003 and 2018. The Lusby Town Center, created in 1993, is about 270 acres in size; it is situated along the east side of MD 2/4 between Calvert Cliffs State Park and Solomons Island. The land uses within the Town Center include scattered single-family housing, commercial buildings, two public schools, the Southern Community Center including and a senior center and apartment buildings for senior citizens.

LUSBY TOWN CENTER

MASTER PLAN AND ZONING ORDINANCE



The master plan provides five zoning districts each with slightly different regulations. These districts are Institutional, Neighborhood Commercial, Village Commercial, Village Office-Residential, and Village Edge. The plan preserves and creates green spaces; setbacks along the planned parkway are planned to be large and preserved in an undeveloped state. The plan favors small businesses rather than big box retails and superstores and neither promotes nor encourages growth except where it has long been planned. Access along MD 2/4 is a critical plan element. It recommends no further curb cut access to MD 2/4 be allowed, focusing instead on creating interchanges and intersection reconfigurations in combination with parallel service roads along MD 2/4 to relieve the road of local traffic.

The master plan recommends the county and state to preserve strict highway access controls along MD 2/4 and Coster Road and should be proactive in providing infrastructure to support economic development and guide land development into the patterns envisioned in the plan and ensure that sidewalks are provided along all existing and new roads within the Town Center. The master plan also recommends the Town Center to reserve future road rights-of-way, reserve the planned village green, and typical road sections for the parkway and MD 765.

The Lusby Master Plan also outlines the general alignment of key roads and highways. These recommendations are as follows:

- Southern Connector Highway, sometimes referred to as “Rousby Hall Road Extended” would connect MD 2/4 with Rousby Hall Road at its intersection with Olivet Road. It would relieve congestion in the Town

Center by providing alternative access to some residential communities and land-locked parcels zoned ECTC and thus promote economic development. This project has been completed.

- Lusby Parkway is planned for phased construction and the section north of Rousby Hall Road has been constructed. Along with the Coster Road Extended, this project would promote development of the ECTC zoned lands by providing direct highway access from MD 2/4.
- Coster Road Extended would make ECTC lands readily accessible to MD 2/4.

Solomons Town Center Master Plan and Zoning Ordinance

The Solomons Town Center includes Solomons Island, the land to the north of the Island along MD 2/4 to the south side of Swaggers Point Road on the west side of MD 2/4, and approximately a quarter mile north of the intersection of Dowell Road and Trueman Road (MD 765), and the majority of the Dowell Peninsula. Access to the Solomons Town Center from St. Mary's County is via the Thomas Johnson Memorial Bridge. The first Solomons Master Plan was adopted in 1986. The new Solomons Town Center Master Plan was adopted in August 2009. The new Solomons Town Center Zoning Ordinance was adopted in September 2009 and has been amended seven times between 2009 and 2018. The Master Plan has been designed to protect and enhance the existing residential neighborhoods and to encourage the mixture of uses within the village core of Solomons Island; preservation of Solomons' water resources, heritage, and design character are important components of this Master Plan.

Solomons Town Center Master Plan and Zoning Ordinance



The Master Plan divides the area into six planning areas including the Solomons Annex of the Naval Air Station Patuxent River, Sandy Point area, Lore Road south to Charles Street, Lore Road north, Dowell Peninsula, and Swaggers Point. The Solomons Town Center includes some of the most highly developed waterfront in Calvert County. Waterfront property in the Town Center is in demand for financial investment as well as for quality of living reasons. Development should be constructed in harmony with the natural environment. The flood elevation requirements should be increased by two feet in this area. Certain shorelines in the Town Center have highly erodible soils, and development in these soils should be avoided wherever possible. It is also encouraged for Solomon Town Center adjacent waterfront property owners to mutually use the piers and/or mooring piles with one another.

Budgeted Improvements

The following documents were also reviewed, and a list of budgeted improvements is included in the maps accompanying this document:

- Fiscal Year 2018 Calvert County Operating and Capital Budget/Program (FY 2018 – 2024)
- Maryland Department of Transportation Consolidated Transportation Program for Fiscal Years 2018 - 2024
- Calvert-St. Mary's Metropolitan Planning Organization Transportation Improvement Program for Fiscal Years 2018 – 2021
- Calvert County Fiscal Year 2018 Program Open Space Annual Program

Traffic Impact Studies

This memorandum does not include traffic impact studies (TIS) prepared by private developers for the County as part of the development review process. TIS' may be used as a reference point in future memoranda relating to travel demand forecasting and proposed improvements.

ID	Project Description	Primary Road	From	To	Cross Street
1	Bike/ped improvements to MD 2 will be part of MDOT's efforts to ensure regional conectivity between points of interest. Facility improvements and the creation of maps and atlases	MD 2			
2	Bike/ped improvements to MD 2 will be part of MDOT's efforts to ensure regional conectivity between points of interest. Facility improvements and the creation of maps and atlases	MD 2	south county line	north county line	
3	4 lane widening	MD 4	Patuxent Point Parkway	MD 235 (St. Mary's County)	
4	Thomas Johnson Bridge replacement	MD 4	Thomas Johnson Bridge		
5	interchange construction	MD 2			Southern Connector Road
6	interchange construction	MD 2			MD 497
7	interchange construction	MD 2			Dowell Road
8	Calvert County Transit Center				
9	resurface 68 miles of existing county collector roads and 259 miles of land access roads by 2010	all collector roads			
10	5th street extention and reconstruction: improve safety, add shoulders and sidewalks, and improve sight and stopping distances	5th street	Boyds Turn Road	North Beach Town Line	
11	extension- construct new road to commercial standards, section 2 of inner loop	Prince Frederick Boulevard			
12	reconstruct road to commercial standards, widen existing roadway, add sidewalks	West Dares Beach Road	MD 2/4	existing terminus	
13	sections 3-5, construct new road to commercial standards	Prince Frederick Loop Road			
14	extension- construct new road to commercial standard	West Dares Beach Road	existing terminus	Williams Road	
15	Reconstruct road to primary collector or commercial standards	Williams Road	MD 231	proposed extension of West Dares Beach Road	
16	widen travel lanes, add shoulders	Dowell Road	MD 2/4	Lord Calvert Yacht Club	
17	add bike/ped path	Dowell Road			
18	widen travel lanes, add shoulders	Skinner's Turn Road	MD 2	MD 4	
19	construct new road	Outer Loop of Prince Frederick Loop Road			
20	widen travel lanes, add shoulders, improve sight distance, upgrade road	German Chapel Road	MD 231	MD 2/4	
21	widen travel lanes, add shoulders, improve sight distance, upgrade road, improve intersections along route granting priority to through movement of traffic	Stinnett Road, Emmanuel Church Road, Wilson			
22	extend road, construct to primary collector or commercial standards, new alignment (closed-section)	Rousby Hall Road	Olivet Road	MD 765	
23	construct new road	new road	Boyds Turn Road	MD 260	
24	extend MD 765, including bike/ped	MD 765	Dowell Road	Spinnaker	
25	grade separation	MD 4			MD 260
27	add shoulders, widen travel lanes to 12', upgrade to arterial standards	MD 261	Christiana Parran Road	Plum Point Road	
28	widen travel lanes	MD 231	German Chapel Road	MD 2/4	
29	widen to 6 lanes	MD 2/4	Stoakley Road	south 2.8 miles	
30	widen to 4 lane divided highway, possibly a continuous left turning lane	MD 231	German Chapel Road	MD 2/4	
31	widen to 6 lanes	MD 2/4	Stoakley Road	Plum Point Road	
32	grade separation	MD 4			MD 260
33	grade separation	MD 4			Ward Road
34	grade separation	MD 4			MD 2
35	grade separation	MD 2/4			Cox Road
36	grade separation	MD 2/4			north of Stoakley
37	grade separation	MD 2/4			Steeple Chase
39	grade separation	MD 2/4			Ball Road
40	grade separation	MD 2/4			Dowell Road
41	traffic calming measures to reduce speed and improve pedestrian safety	Cassell Boulevard	MD 402	existing terminus	
42	intersection improvement - congestion and safety concerns	Rousby Hall Road			Olivet Road
43	intersection improvement - poor intersection geometry and safety concerns	Huntingtown Road			Hunting Creek Road
44	consider adding a double left turn and storage area and install flashing warning light	MD 4	MD 4	MD 260	Chesapeake Beach Road
45	add exclusive right turn lane to MD 2/4 southbound	MD 2/4			Stoakley
47	legally restrict use during peak traffic periods, monitor effectiveness, consider closing permanently	Main Street	Commerce Lane	MD 2/4	
48	intersection improvement- poor intersection geometry, congestion and delay	Main Street			Church Street and Armory Road
49	intersection improvement- poor sight distance for left turns from eastbound Duke Street	Main Street			Duke Street
50	consider restricting left turns to southbound MD 2/4	MD 765			MD 2/4
51	add exclusive right turn lane to MD 231 southbound	MD 231			Stafford Road
52	intersection improvement- geometry and safety concerns	Boyds Turn Road			MD 260
53	expand existing commuter parking lots and build two new lots in Solomons and St. Leonard - 270 total new spaces				
54	northbound, adjust vertical alignments, widen outside shoulder	MD 2/4	Lyons Creek Road	MD 260	
55	southbound, adjust vertical alignments, widen outside shoulder, install outside shoulder where missing	MD 2/4	Lyons Creek Road	Chaneyville Road	
56	northbound, adjust vertical alignments, widen outside shoulder	MD 2/4	MD 262	1000' south of Chaneyville Rd	
57	northbound, adjust vertical alignments	MD 2/4	Sheckells Road	Llewelyn Lane	
58	northbound, adjust vertical alignments		Sheckells Road	Llewelyn Lane	
59	construct new road to primary collector standards (closed section)	West Ward Road	MD 4	Landing Lane	
60	construct new road to secondary collector standards (closed section)	Kirkville Lane	existing terminus	West Ward Road	
61	construct new road permitting on-street parallel parking	Walnut Crossing	Walnut Creek subdivision	Hunting Creek Road	
62	construct new road permitting on-street parallel parking	Hunting Creek Road - Old Town Road Connector	MD 2/4	Hunting Creek Road	
63	construct new road permitting on-street parallel parking	"Old Field Road"	Hawk Hill Drive	Church Street	
64	construct new road to secondary county collector standards	"Long Beach Road Extended"	Calvert Beach Road	proposed Maryland Avenue	
65	construct new road	Maryland Avenue/"South Beach Street"	proposed extension of Long Beach Road	MD 765	
66	construct new road	"East Avenue"	Calvert Beach Road	proposed extension of Long Beach Road	
67	construct new road to commercial standards	"Coster Road Extended"	MD 765	proposed Rousby Hall Road extended	
69	new bus stop in Prince Frederick Town Center				

ID	Project Description	Primary Road	From	To	Cross Street
70	new rapid transit route between Prince Frederick and Hughesville, serving the Route Five Flyer to DC				
71	potential rapid transit	MD 260	Chesapeake Beach	Annapolis	
72	potential rapid transit	MD 2	Chesapeake Beach	Annapolis	
73	potential rapid transit	MD 2/4	Prince Frederick	Patuxent Naval Air Station	
74	express bus		Chesapeake Beach	North Beach and Dunkirk Center	
75	transit stations in each town center				
76	Dunkirk town center - construct bicycle path along proposed access road	proposed access road	Ferry Landing Road	Dunkirk District Park	
77	Huntingtown- sidewalks, install street trees in developed commercial portions of Mixed Use District				
78	Huntingtown- secure easement for hard surface trail		business district	Huntingtown Elementary School	
79	Prince Frederick- sidewalk	Main Street	Town Center south boundary	Church Street	
80	Prince Frederick- sidewalk	Church Street	Main Street	MD 2/4	
81	trail system		Prince Frederick	natural areas outside of the Town Center	
82	sidewalk, street trees, lighting	MD 765	within Village District - Subarea B		
83	sidewalk	MD 2	Lore Street	northeastern end of Farren Ave on east side of highway	
84	sidewalk	Charles Street	Lore Street	northeastern end of Farren Ave on east side of highway	
85	sidewalk	Charles Street	Farren Ave	MD 2	
86	sidewalk	MD 2	Charles Street	Lore Street	
87	sidewalk	MD 765	Lore Street	Spinnaker Way	
88	sidewalk	MD 765	Spinnaker Way	Newtown Road	
89	sidewalk	Newtown Road	MD 2/4	Dowell Road	
90	sidewalk	Dowell Road	MD 765	terminus	
91	riverwalk	Patuxent River	Solomons Island		
92	widening and replacement of bridge	Thomas Johnson Bridge and MD 4	MD 235	MD 2	
93	widen to 6 lanes with access control and turning movement restrictions, interchanges at the north and south termini. Included in HNI	MD 2/4	south of Commerce Lane	north of steeple chase drive	
94	widen to 6 lanes with access control and turning movement restrictions, interchanges at the north and south termini. Included in HNI	MD 2/4	north of steeple chase drive	north of Stoakley Road	
95	raise 800 ft of MD 261 up 3.5 feet to a level above the floodplain	MD 261	9th Street	Anne Arundel County line	
96	corridor study	MD 231	Mason Road	Seagull Beach Road	
97	LOS improvements- westbound left turn lane	MD 231			Mason Road
98	LOS improvements- intersection re-alignment and improvements	MD 231			Stafford Road
99	LOS improvements- westbound left turn lane	MD 231			Thunder Hill Drive
100	LOS improvements- westbound left turn lane	MD 231			Spring Hill Court
101	LOS improvements- entrance improvements southbound lane exit	MD 231			HallOwings Point Park
102	LOS improvements- park entrance improvements, alternate park entrance	MD 231			Jibsail Drive
103	LOS improvements- park entrance improvements, alternate park entrance	MD 231			Seagull Beach Road
104	sight distance improvements	MD 261			Beach Drive
105	safety study, potential for a roundabout	MD 261			Ponds Woods Drive
106	future project to extend the existing acceleration and deceleration lanes	MD 4			Dunleigh Drive
107	Lusby Town Center Streetscape- fill gaps after developers have completed their projects	MD 760	east of MD 765	west of MD 765	
108	Lusby Town Center Streetscape- fill gaps after developers have completed their projects	MD 765	Appeal Lane	MD 760	
109	widening and replacement of bridge	Thomas Johnson Bridge and MD 4	MD 235	MD 2	
110	sidewalks	MD 261	Beach Elementary School	Chesapeake Village neighborhood	
111	sidewalks	Old Bayside Road	Beach Elementary School		
112	crosswalk	MD 261			Chesapeake Village and Bayfront Park
113	interchange construction	MD 2			Southern Connector Road
114	interchange construction	MD 2			MD 497
115	interchange construction	MD 2			Ball Road/Calvert Beach Road
116	divided highway reconstruct with access control improvements	MD 2	MD 264	MD 765 south of Prince Frederick	
117	divided highway reconstruct	MD 2	MD 765 south of Prince Frederick	north of Stoakley Road	
118	divided highway reconstruct with access control improvements	MD 2	north of Stoakley Road	MD 4	
119	bridge construct	MD 4	St. Mary's County line	11	
120	divided highway reconstruct with access control improvements	MD 4	MD 2	Anne Arundel County line	
121	divided highway reconstruct	MD 231	Charles County line	Barstow Road	
122	multi-lane reconstruct	MD 231	Barstow Road	MD 2/4	
123	multi-lane reconstruct	MD 260	MD 4	Anne Arundel County line	
124	multi-lane reconstruct	MD 260	Anne Arundel County line	begin divided highway	
125	2 lane reconstruct	MD 261	MD 263	Old Bayside Road	
126	multi-lane reconstruct	MD 261	Old Bayside Road	1st Street	
127	upgrade and widen to 6 lane, including bike/ped	MD 2/4	Fox Run Boulevard	MD 231	
128	replace bridge over Fishing Creek, bike/ped facilities	MD 261			Fishing Creek
129	study to upgrade and widen MD 2/4 to 6 lane divided highway	MD 2/4	north of Stoakley Road	south of MD 765A	
130	study to upgrade, including Governor Thomas Johnson Memorial Bridge, bike/ped facilities	MD 4	MD 2	MD 235	
131	resurface/rehabilitate	MD 2	Coster Mill Bridge Road; MD 264	Calvert Cliff Parkway; Commerce Drive	
132	2 lane reconstruct	MD 261	Bay Avenue	Anne Arundel County line	
134	Four-lane widening	MD 4	Thomas Johnson Bridge	MD 235	
135	interchange construction	MD 4			MD 235

ID	Project Description	Primary Road	From	To	Cross Street
136	Four-lane widening	MD 4	Thomas Johnson Bridge	Patuxent Point Parkway	
143	Study to upgrade MD 4 between MD 2 and MD 235, including the Thomas Johnson Bridge and MD 235 Intersection (2.91 miles). Sidewalks will be provided where appropriate for pedestrians.	MD 4	MD 2	MD 235	
144	Design of intersection, bridge, and drainage improvements along MD 5 from MD 246 to MD 471.	MD 5	MD 246	MD 471	Point Lookout Road
145	MD 5, Point Lookout Road Bridge over Eastern Branch: Replace structure 18008 over Eastern Branch	MD 5	Point Lookout Road Bridge		
150	Southern Maryland Rapid Transit project to provide fixed-route, high-capacity transit service in the MD Route 5/ US 301 corridor from the Branch Avenue Metro Station to Waldorf/White	MD 5 / US 301	Branch Avenue Metro Station	Waldorf/White Plains	
151	Upgrade MD Route 2/4 providing wideining to six lanes with access controls and turning restrictions.	MD 2/4	MD 765A / Industry Lane	North Auto Drive	
154	Community safety and enhancement project, TIP reference RE Urban Reconstruct	MD 231	MD 765	Armory Rd	
163	Resurfacing of MD 2; Cox Road to Ponds Wood Road	MD 2	Cox Road	Ponds Wood Road	
167	eliminate service to Dares Beach, add additional evening run	North Route			
168	add service to Dares Beach, Ponds Wood Rd, reduce daily trips from 5 to 3	Dunkirk Route			
169	layover at Patuxent Plaza, eliminate service to Ranch Club, serve White Sands in both directions, add additional evening run	South Route			
170	eliminate service to White Sands but now served on route 4 southbound and northbound, timed transfer at Southern Pines Community Center for trips to Prince Frederick	Mid County Route			
171	convert to one loop, hourly service	Lusby Shuttle			
172	Shuttle I and II operate in the same direction, 30 minute headways, 7 min layover at Calvert Pines Senior Center	Prince Frederick Shuttle I			
173	Shuttle I and II operate in the same direction, 30 minute headways, 7 min layover at Calvert Pines Senior Center	Prince Frederick Shuttle II			
174	new route connecting Prince Frederick to Charlotte Hall, 1 hour headways	Charlotte Hall Route			
175	current transfer center at Calvert Pines Senior Center, build dedicated transfer center at New College of Southern Maryland in Hughesville	Transfer Center Development			
178	beacon way drainage repair				
179	Calvert Marine Museum Turning Lane				
180	Gunsmoke Trail/Lusby Parkway Connection	Gunsmoke Trail			Lusby Parkway
181	Prince Frederick Loop Rd - North and South Overpasses	Prince Frederick Loop			
182	Skidders Turn Road Phase 2	Skidders Turn Road			
183	Ward Road Improvements	Ward Road			
184	reconstruct intersection to improve sight distance and other safety issues	Barstow Road			Leitches Wharf Road
185	extend Little Cove Point Road for 150 feet to connect to Bunkhouse Road	Little Cove Point Road Extended			Bunkhouse Road
186	connect Calvert Middle School connecting with Fox Run Blvd, MD 402, and Armory Rd	Prince Frederick Loop Road			
187	traffic study for potential roudabout	Prince Frederick Loop Road			Traskers Blvd
188	upgrade and widen road, horizontal and vertical roadway alignments, sight distance, intersection an drainage improvements. Phase I	Skidders Turn Road	MD 4	MD 2	
189	widen roadway (4 travel lanes, no center turn lane) with curb and gutter, sidewalks, safety improvements	West Dares Beach Road - Improvements	MD 2/4	Prince Frederick Blvd	
190	new sidewalk along east side of road (2,130 linear ft)	Solomons Island Road	440 ft north of Langley Lane	Alexander Street	
191	new sidewalk connection for students traveling to Chesapeake Beach Elementary School	MD 261	F Street	north of Chesapeake Village Blvd	
192	North Beach Elevated Walkway, shared-use path	MD 261			
194	War of 1812 Star-Spangled Banner Trail: access to War of 1812 sites, connect Flag Ponds Nture Park, Cove Point Park, Calvert Cliffs State Park, Annmarie Garden, and Calvert Marine Museum.				
195	Chesapeake Beach Railway Trail: 7.7 miles along old railway. The County will be responsible for land acquisition and development outside the Chesapeake Beach town boundary.	along old railway	Chesapeake Beach	Richfield Station	
195	Location of existing entrances and crossovers is not ideal and should be improved within the Dunkirk Town Center.				
196	North Beach Nature Trail Section A: connect overlook and Frederick Avenue thorough recently acquired parcel of land		A: observation area of overlook in Borth Beach B: 9th Street and Bay Avenue	A: Burnt Oaks B: 0.4 mile north to Anne Arundel County ty line, then to Rose Haven	
196	Chain link fence along Route 4 is unsightly and detracts from the appearance of the approach to the Dunkirk Town Center.	MD 4			
197	Baltimore & Drum Point Railroad Trail, 34 miles, may overlap with Star-Spangled Banner Trail	acquisition old railway development: along Armory Road	acquisition: Owings development: north of Calvert Memorial Hospital behind the	acquisition: Drum Point development: King Memorial Park	
197	in the future, the LOS at the intersection will deteriorate and additional steps will need to be taken to improve traffic circulation at this intersection	MD 4	Ferry Landing Road		
198	Old Bayside Road Trail, access to Fishing Creek Park, possibility of connection with county park and to Chesapeake Beach Railway Trail	Old Bayside Road	Beach Elementary	north side of road, 1500 linear feet to just south of E Street, long term goal of extending trail	
198	When park and ride facilities in the Route 4 corridor are near capacity, new facilities will be constructed at or just north of Dunkirk	MD 4			
199	develop sidewalk, recreational amenities, and connections to shopping center	Main Street			
199	To increase the efficiency of the County Rescue Service, a helicopter landing pad should be constructed in the Third District				
200	The Route 4 corridor near the Dunkirk Town Center is bare and monotonous. Landscaping along Route 4 will enhance the appearance of the Town Center and promote traffic safety by breaking	MD 4			
201	Residents of Ferry Landing Woods Road need a way to get to Dunkirk District Park without going out onto Route 4.	Ferry Landing Woods Road			
202	Residents of Apple Greene need a way to get to the shopping center on the east side of Route 4 without going out onto Route 4. It is important that such an access road not become a short cut	Apple Greene Neighborhood			
203	Allow property owners to retail the current access drive to the Penwick House property and also allow the owners to provide for an additional drive at the property line between the Penwick	Penwick House Property			
204	Allow no more than two additional access points from northbound MD 4 to adjacent developments between Penwick Lane and the northern edge of the Town Center boundary	Penwick Lane	MD 4		
205	Do not permit additional entrances on the west side of Route 4 south of Ferry Landing Road. Limit the number of access points on the east side of Route 4, south of the Ward Road	MD 4	Ferry Landing Road	Ward Road	
206	Improve internal traffic control in the existing shopping center on the west side of Route 4 by better definition of entrances and exits. Encourage strict enforcement of parking laws on Route	MD 4			
207	Locate a park and ride lot in the vicinity of the fire station. Construct a helicopter landing pad in conjunction with the park and ride lot. Also, consider expanding the lot at the Dunkirk Park, if it	MD 4	Ferry Landing Road		
208	Landscape Route 4	MD 4			
209	Construct an access road from Ferry Landing Road to the Dunkirk District Park		Ferry Landing Road	Dunkirk District Park	
210	Allow left hand turns from the southbound lane of Route 4 into the new road across from the entrance to the park as well as into Apple Greene	MD 4	Access Rd across from District Park	Apple Greene	
211	Require Cortland Lane to be extended to Apple Way and provide a connecting road between Apple Way and Park Lane. The roads should be designed with stop signs and T intersections to	Cortland Lane	Apple Way		
212	Extend the deceleration lane on the southbound lane of Route 2/4 from the crossover at Apple Way to a point opposite the exit to County Plaza Shopping Center.	MD 2/4	Apple Way		
213	New frontage rd on Chesapeake Beach Rd, west of Old Solomons Island Rd with interconnected parking lots in rear of new structures	Chesapeake Beach Rd	Old Solomons Island Road	Solomons Island Road	
215	New hike trail on abandoned track bed south of Chesapeake Beach Rd				
216	Residential street network for future development, south of Chesapeake Beach Rd				
217	New streetscape and infill structures on Thomas Avenue	Thomas Avenue	Chesapeake Beach Rd	Old Solomons Island Road	
218	New sidewalks on Old Solomons Island Rd, south of Chesapeake Beach Rd	Old Solomons Island Road	Thomas Avenue	Owings Hill Ct	
219	Prohibit any new entrances to MD 2/4 along the Town Center's frontage.	MD 2/4			
220	Extend Old Town Road south through SHA's Park-n-Ride providing access to the two churches and possibly Carroll-Victoria Lodge from this frontage road as opposed to MD 2/4. This will allow	Old Town Road	Cox Road	Athena Ln	
221	Consider relocation of the park-n-ride to the lot north of Huntingtown Plaza. This central location is ideal for a park-n-ride. Acquisition of this parcel would also preserve it for the Future				
222	Encourage establishment of a network of roads parallel to MD 2/4 to serve as a relief route allOwings local traffic to access Huntingtown without traveling on MD 2/4.	MD 2/4	Ponds Wood Rd	Bowie Shop Rd	

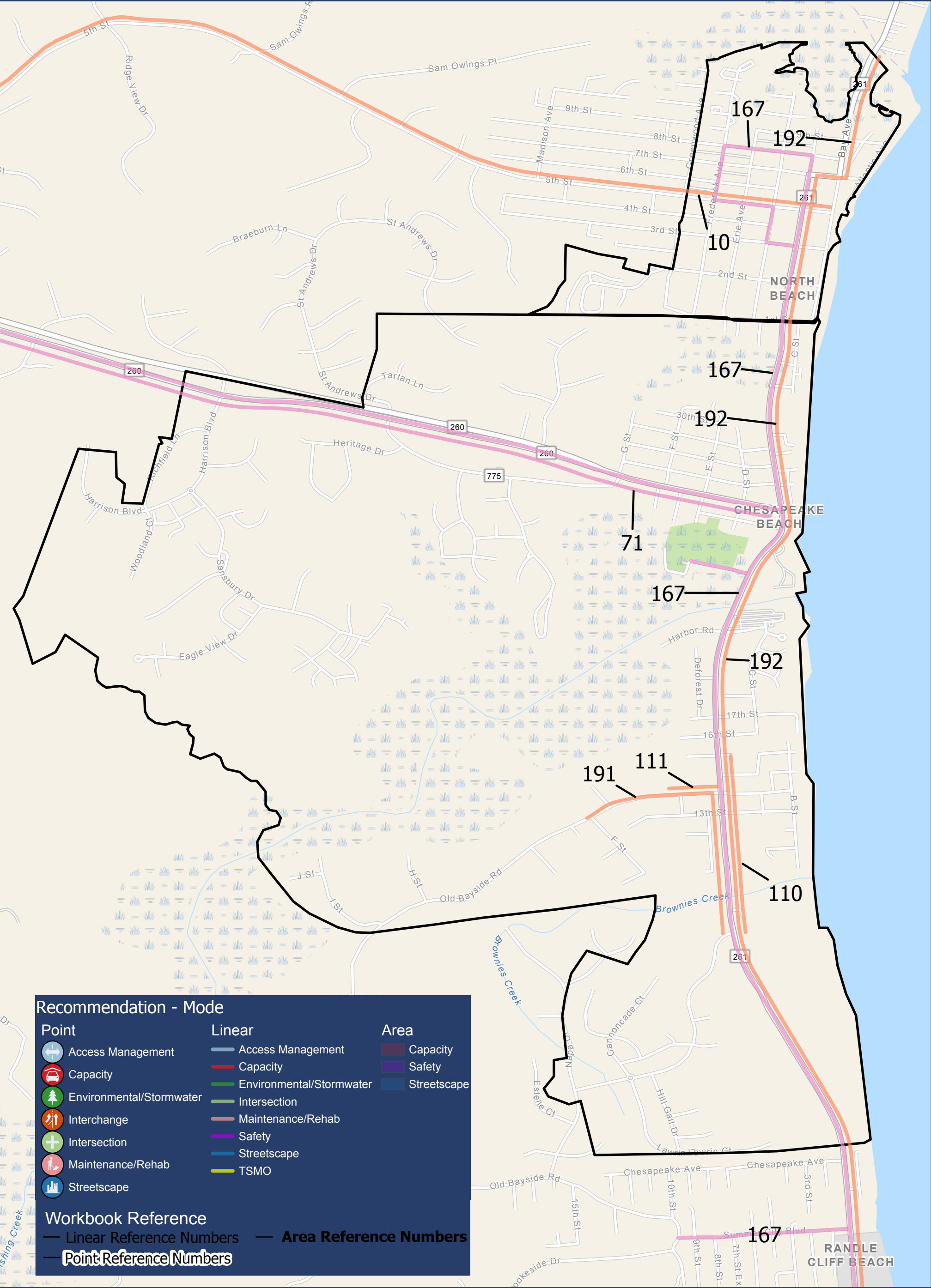
ID	Project Description	Primary Road	From	To	Cross Street
223	Provide road connection between Walnut Creek Subdivision and Town Center .		Hunting Creek Rd	Cross Creek Dr	
224	Provide an integrated pedestrian pathway system to help unify the town. Provide sidewalks throughout the Mixed Used and Neighborhood Districts linking the commercial, residential, and				
226	Proposed regional trail network in Prince Frederick Town Center from Prince Frederick to the River Trail (west of town center north of Community College)				
227	Proposed regional trail, Baltimore-Drum Point Railroad Trail in Prince Frederick Town Center (north to south of Town Center)				
228	Proposed on-street multimodal network, on HallOwings Pt Road from Community college to Dares Beach Rd	HallOwings Pt Rd	western edge of Town Center	Dares Beach Rd	
229	Proposed on-street multimodal network, on Dares Beach Rd from the High School/Middle School edge to HallOwings Pt Rd	Dares Beach Rd	Edge of high school	HallOwings Pt Rd	
230	Proposed on-street multimodal network, on Auto Dr/Prince Frederick Blvd from Solomon Island Rd to HallOwings Pt Rd	Prince Frederick Blvd	Solomon Island Rd	HallOwings Pt Rd	
231	Proposed on-street multimodal network, on Main St from HallOwings Pt Rd to MD 2/4	Main St	HallOwings Pt Rd	MD 2/4	
232	Proposed on-street multimodal network, from MD 2/4 the Hospital to Chesapeake Blvd and edge of old and new middle school sites to Dares Beach Rd		Solomon Island Rd	Dares Beach Rd	
233	Proposed street network parallel to MD 2/4, north of Community College and grid patterns off of main corridors. Slide 39 has all of linework				
234	Proposed traffic signal at HallOwings Pt Road and Main Street.	HallOwings Pt Rd			Main St
235	Proposed traffic signal at MD 2/4 and Auto Dr (North of hospital)	MD 2/4			Auto Dr
236	Proposed traffic circle at Dares Beach Rd and Fox Run Blvd	Dares Beach Rd			Fox Run Blvd
237	Proposed roundabout at HallOwings Pt Rd and Prince Frederick Blvd	HallOwings Pt Rd			Prince Frederick Blvd
239	Preserve a 100-foot wooded buffer along MD 2/4				
240	Proposed grid network parallel to St Leonard Road and Calvert Beach Road, grid patterns off of main corridors. Page 31, figure 14 has all of linework				
241	More parking is needed within the Town Center	Town Center			
242	Continue to improve the safety and capacity of the Ball Road/ MD 2/4 intersection as needed.	MD 2/4			Ball Rd
243	Consider construction of a second access route to MD 765 from the communities lying east of St. Leonard, either south or north of the MD 765/Calvert Beach Road Intersection. The second	Calvert Beach Rd			
244	Continute providing fixed route service to the St. Leonard Town Center				
245	Consider reestablishing service to Calvert Beach and Long Beach, if there is funding available and ridership demand.				
246	Continue providing demand response transit service to areas south of Prince Frederick, including the St. Leonard Town Center.				
247	Provide shelter for transit users withiin the Town Center. The shelter should be located in the Core District				
248	Coordinate local bus service times with the MTA schedules				
249	Designate a fixed bus stop and identify the location with a sign.				
250	Extend the sidewalks along St. Leonard Road (MD 765) in the Town Center as County funding permits. Pursue State funding for sidewalk construction along St. Leonard Rd in the Town Center	St. Leonard Rd			
251	Construct a sidewalk on the south side of the Dowell House from Calvert Drive to Maryland Avenue, to provide a connection between the recreation area, the Dowell House parking lot, and	Dowell House	Calvert Dr	Maryland Ave	
252	Continue requiring pedestrian street lighting in the Core District.				
253	Work with property owners and the Calvert Beach and Long Beach communities on possible ways to make Calvert Beach Rd and Long Beach Rd safer for bicycling.				
254	Install/maintain bicycle racks at St. Leonard Recreation Area and St. Leonard Polling House Park.				
255	An interchange at MD 2/4 and Cove Point Rd	MD 2/4			Cove Point Rd
256	Parallel service road along west side of MD 2/4 starting at Sweetwater Lane	MD 2/4	Sweetwater Lane		
257	Reconfiguration of Rousby Hall Rd / MD 2/4 into a right-in / right-out intersection	MD 2/4			Rousby Hall Rd
258	An overpass at Coster Rd	Coster Rd			MD 2/4
259	An interchange at MD 2/4 and the proposed southern connector highway	MD 2/4			Southern connector highway
260	Allow for conversion of existing Trueman Rd from Appeal Ln to Coster Rd into a Main Street	Trueman Rd	Appeal Ln	Coster Rd	
261	Allow faster moving pass-through traffic to directly access Rousby Hall Rd or the southern connector highway preventing congestion in the Town Center.	Rousby Hall Rd			
262	Enhance rural character of the area by preventing traffic congestion and providing wooded two-lane highway	MD 2/4			
263	Provide road improvements that the ECTC zone will need in order to develop as planned for a campus-style office employment center	MD 2/4			
264	Provide appropriate redundancy in the local road network so that traffic can be handled safely and efficiently.	MD 2/4			
265	Make road improvements to Dowell Rd, including widening of the roadway, construction of sidewalks, and designation of bike lanes.	Dowell Rd			
266	Construct a multipurpose path for pedestrians and bicyclists along Dowell Rd, in addition to the bike lanes and sidewalks, to encourage bicycle use, promote pedestrian safety, and reduce car	Dowell Rd			
267	Modification to make a more prominent and attractive bridge at the "tide box" to recreate a "sense of place" in historic Solomons and provide an attractive, functional and historic entryway.	"Tide Box"			
268	Conduct a parking use study of Planning Area C. Include in the study the parking of vehicles with boat trailers.				
269	Restrict parking to vehicles only at Solomons Waterfront Park.				
270	Prohibit overnight parking at Solomons Waterfront Park.				
271	Pursue renewing the lease for the public parking lot behind Our Lady Star of the Sea Catholic Church when the initial term expires in 2017.				
272	Sufficient land should be purchased or leased near the Museum to provide additional parking spaces.				
274	Continue providing fixed route services to the Solomons Town Center.				
275	Continue providing demand response transit service to areas south of Prince Frederick, including the Solomons Town Center.				
276	Investigate the possibility of providing shuttle bus services to Solomons during the summer season and on weekends during the spring and fall seasons.				
277	Construct sidewalks that connect the commercial and residential areas along Solomons Island Road from Lore Road north to Dowell Road	Solomons Island Road	Lore Rd	Dowell Rd	
278	Construct sidewalks along Dowell Road	Dowell Rd			
279	Construct a sidewalk that ties in the Solomons Annex of the Patuxent River Naval Air Station with the public boat ramp area under the Governor Thomas Johnson Memorial Bridge and the				
280	Request the Maryland SHA to construct a crosswalk at the intersection of MD 2/4 and Patuxent Parkway	MD 2/4			Patuxent Pkwy
281	Construct sidewalks along Newtown Road	Newtown Rd			
282	Consturct proposed bikeway in Solomons Town Center				
283	Possible traffic light at Ward Road and Proposed Park Drive	Ward Road			Proposed Park Dr
284	Possible traffic light connecting proposed connection morth of Country Plaza to west of Fire Station (map on page 19)	Ward Road			



Calvert County Long Range Transportation Plan

Town Plans and Recommendations

Chesapeake Beach & North Beach - Ped/ Bike/ Trail/ Transit

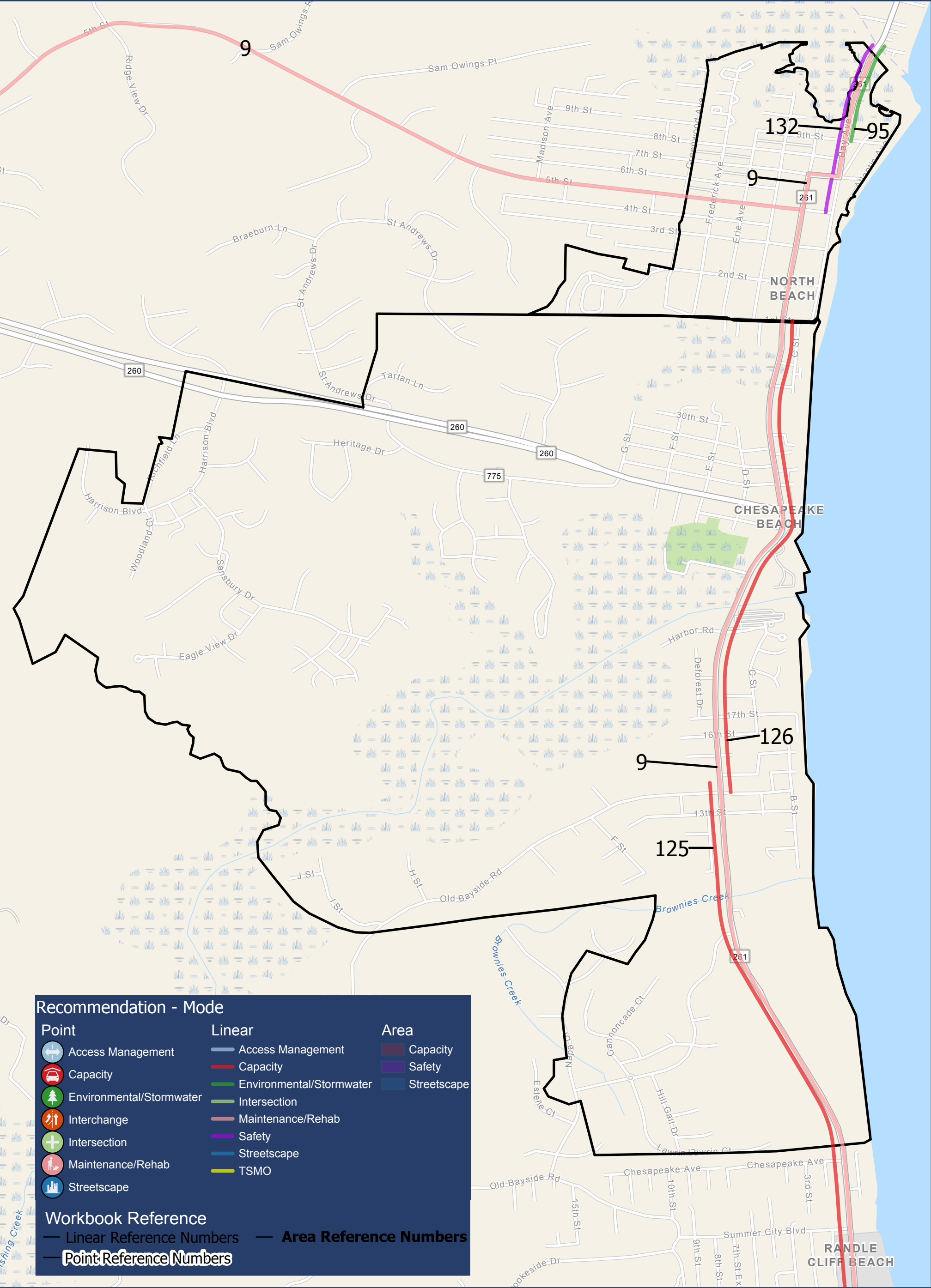




Calvert County Long Range Transportation Plan

Town Plans and Recommendations

Chesapeake Beach & North Beach - Roadway

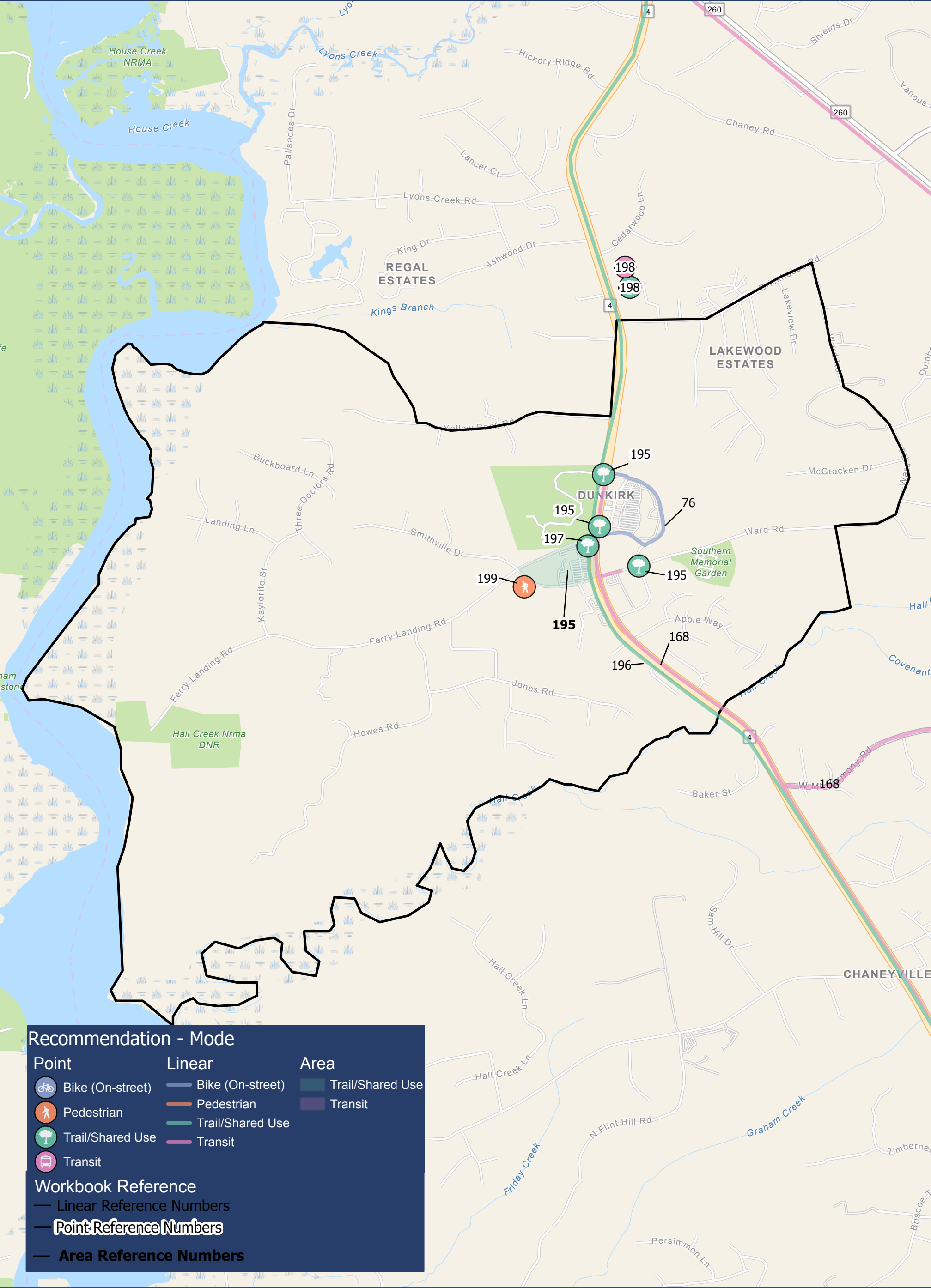


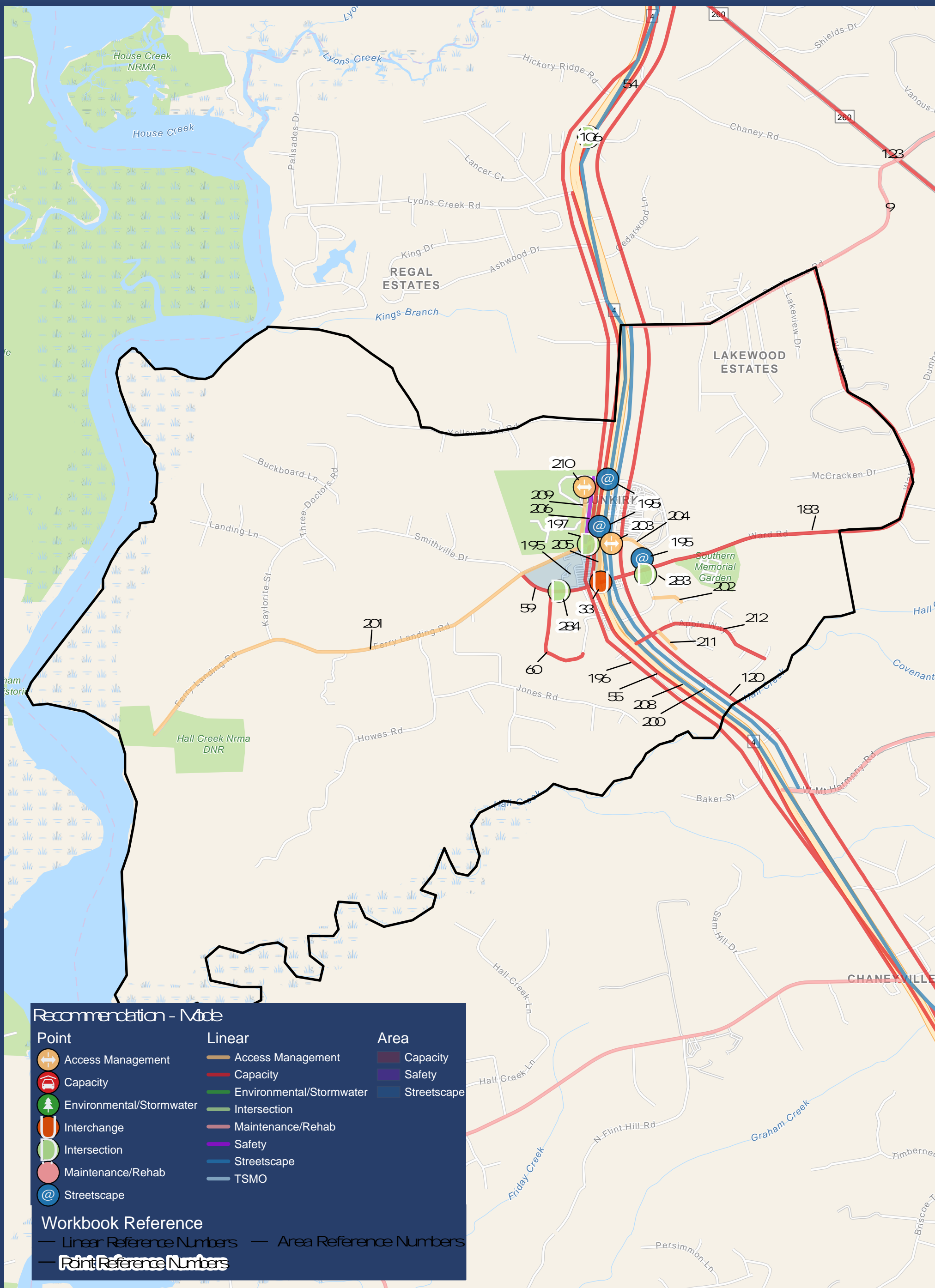


Calvert County Long Range Transportation Plan

Town Plans and Recommendations

Dunkirk - Roadway



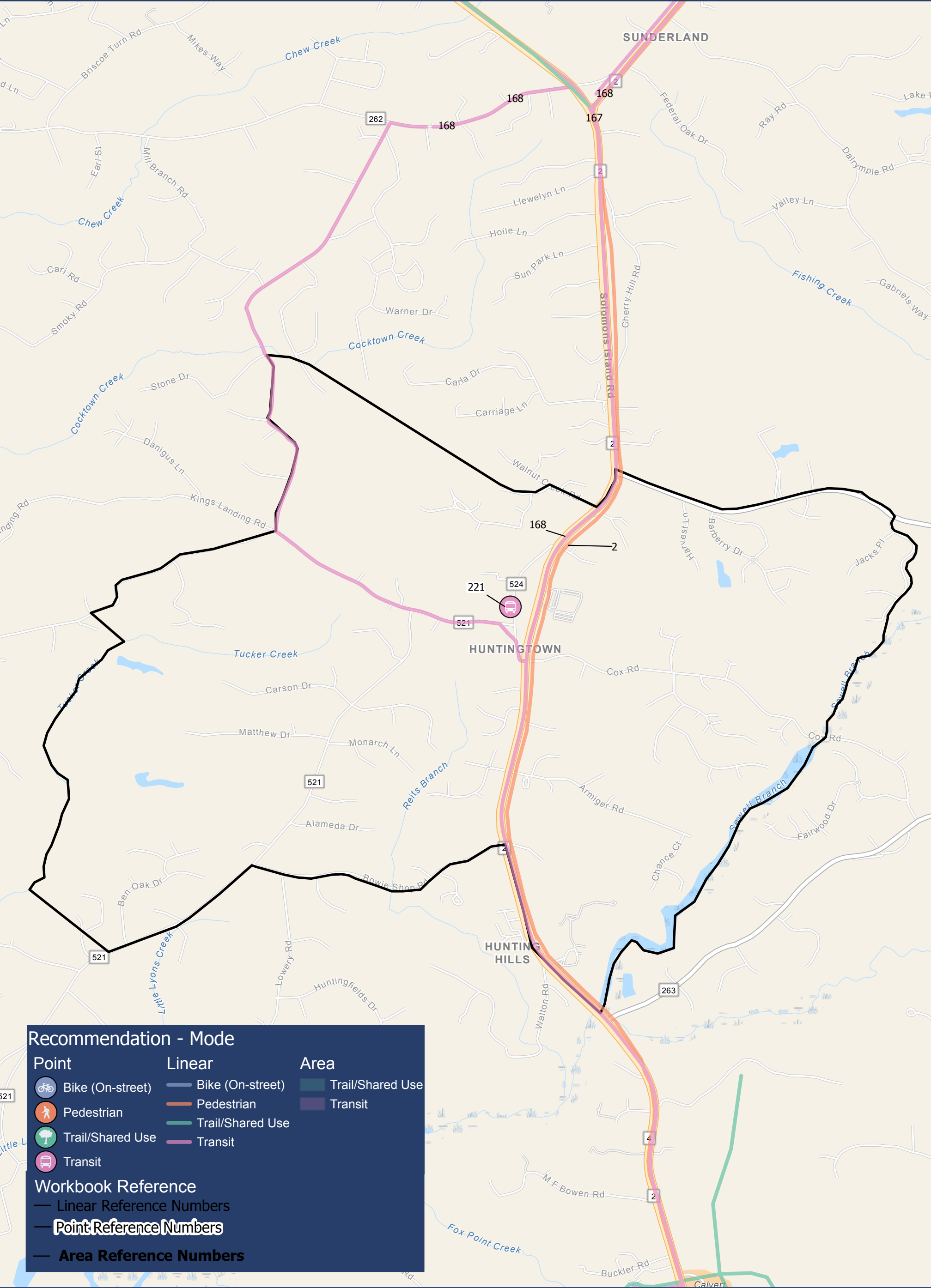




Calvert County Long Range Transportation Plan

Town Plans and Recommendations

Huntington - Ped/ Bike/ Trail/ Transit

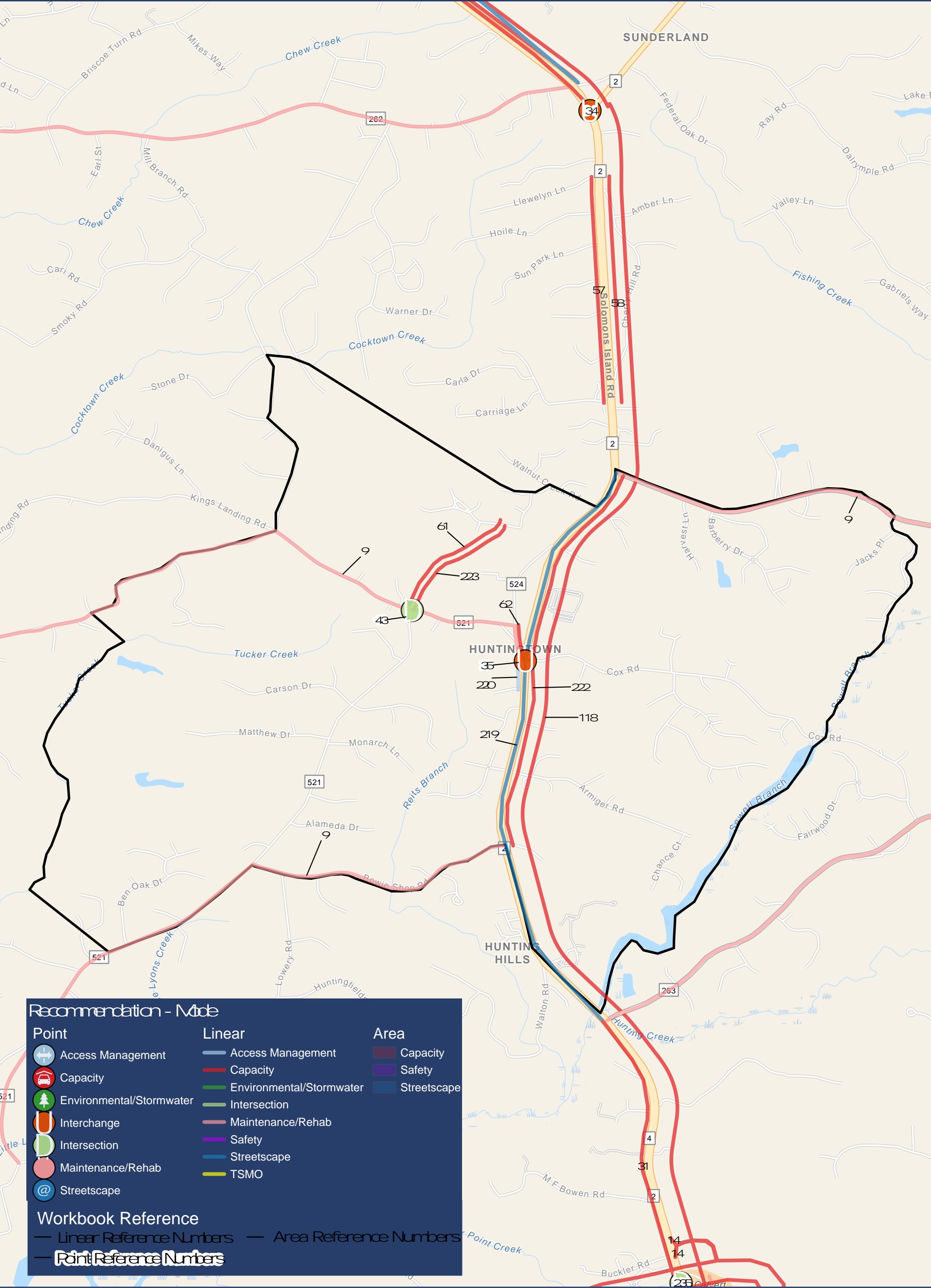




Calvert County Long Range Transportation Plan

Town Plans and Recommendations

Huntington - Roadway

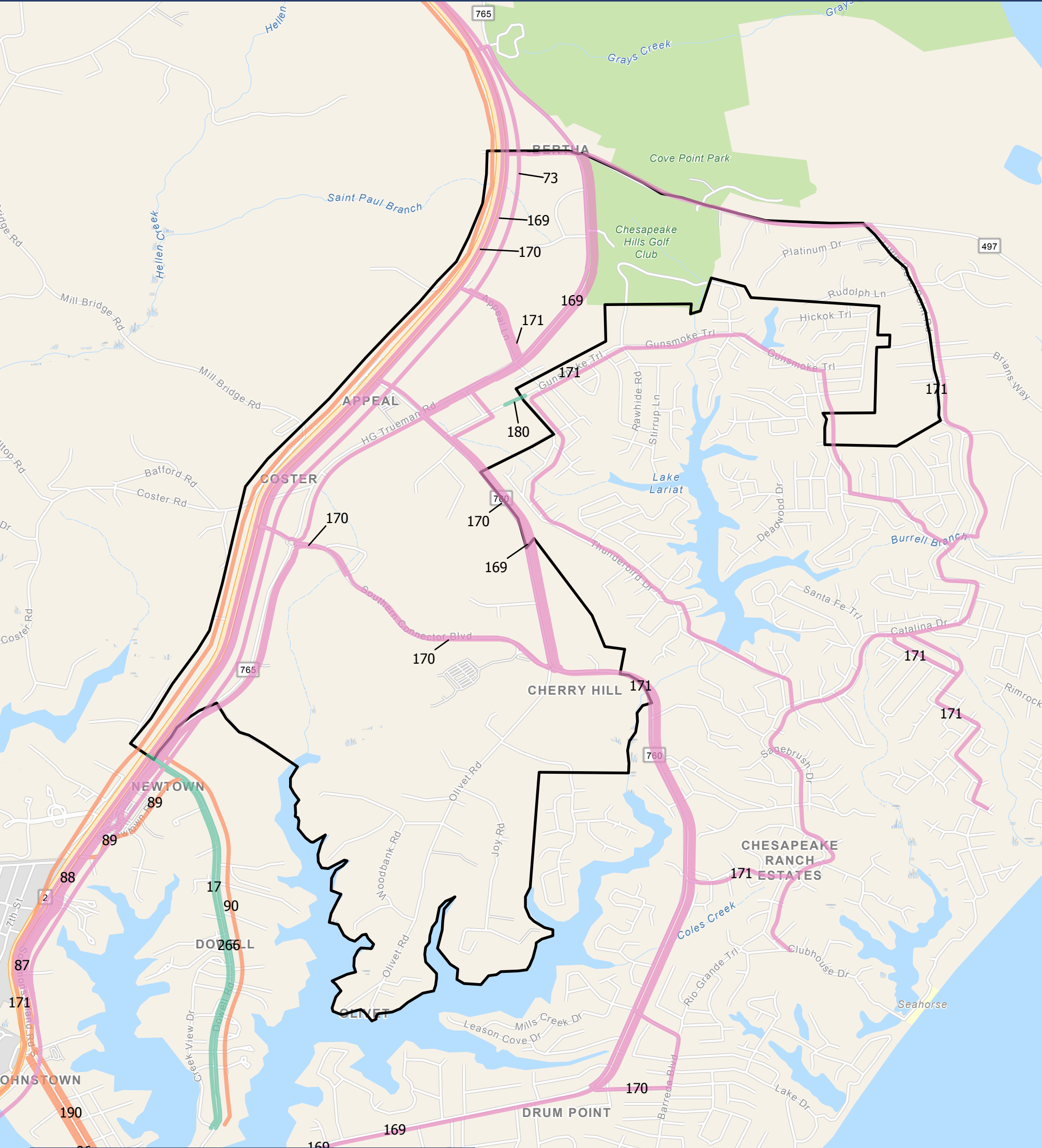




Calvert County Long Range Transportation Plan

Town Plans and Recommendations

Lusby - Ped/ Bike/ Trail/ Transit



Recommendation - Mode

Point	Linear	Area
Bike (On-street)	Bike (On-street)	Trail/Shared Use
Pedestrian	Pedestrian	Transit
Trail/Shared Use	Trail/Shared Use	
Transit	Transit	

Workbook Reference

- Linear Reference Numbers
- **Point Reference Numbers**
- **Area Reference Numbers**

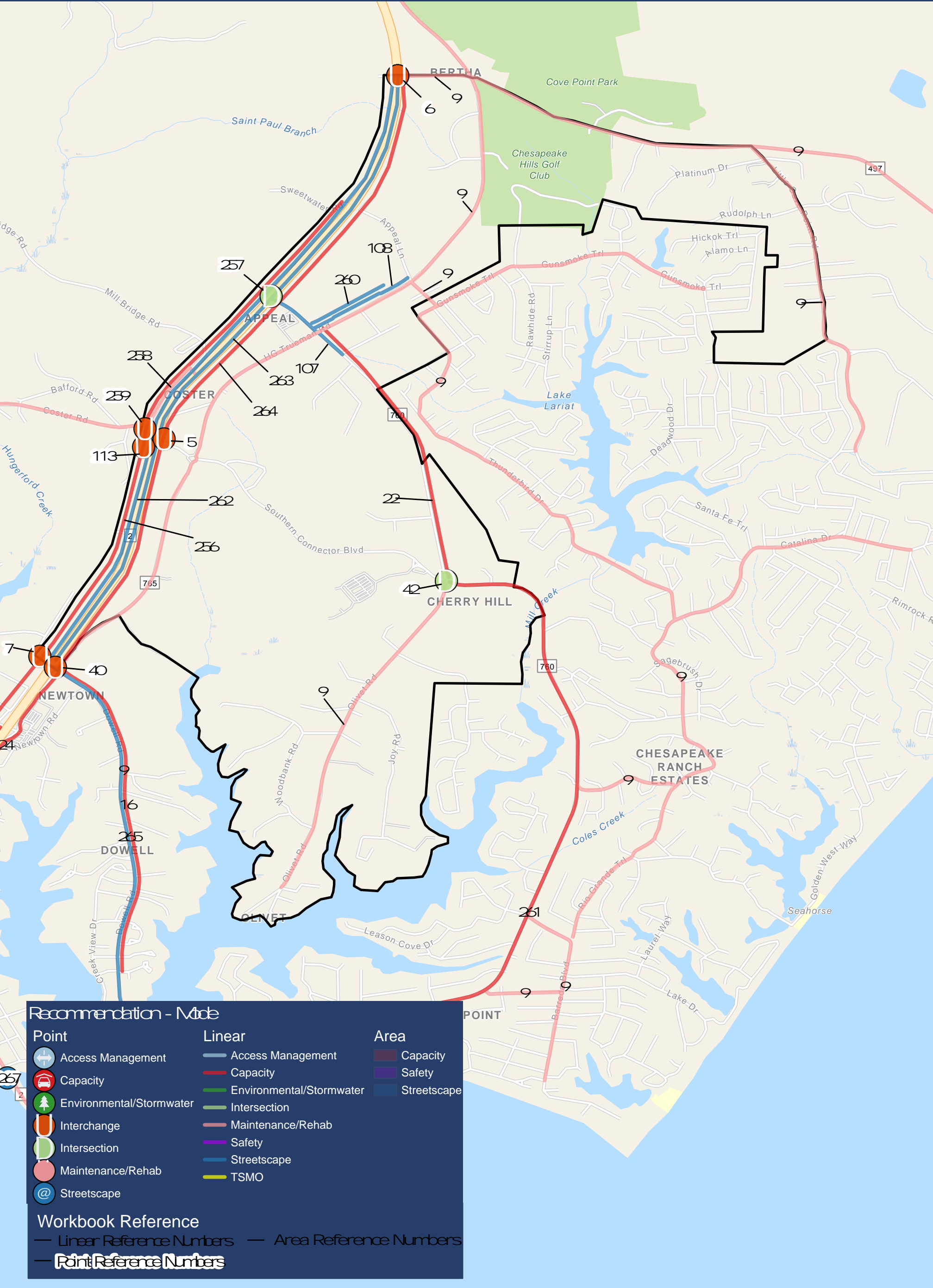




Calvert County Long Range Transportation Plan

Town Plans and Recommendations

Lusby - Roadway

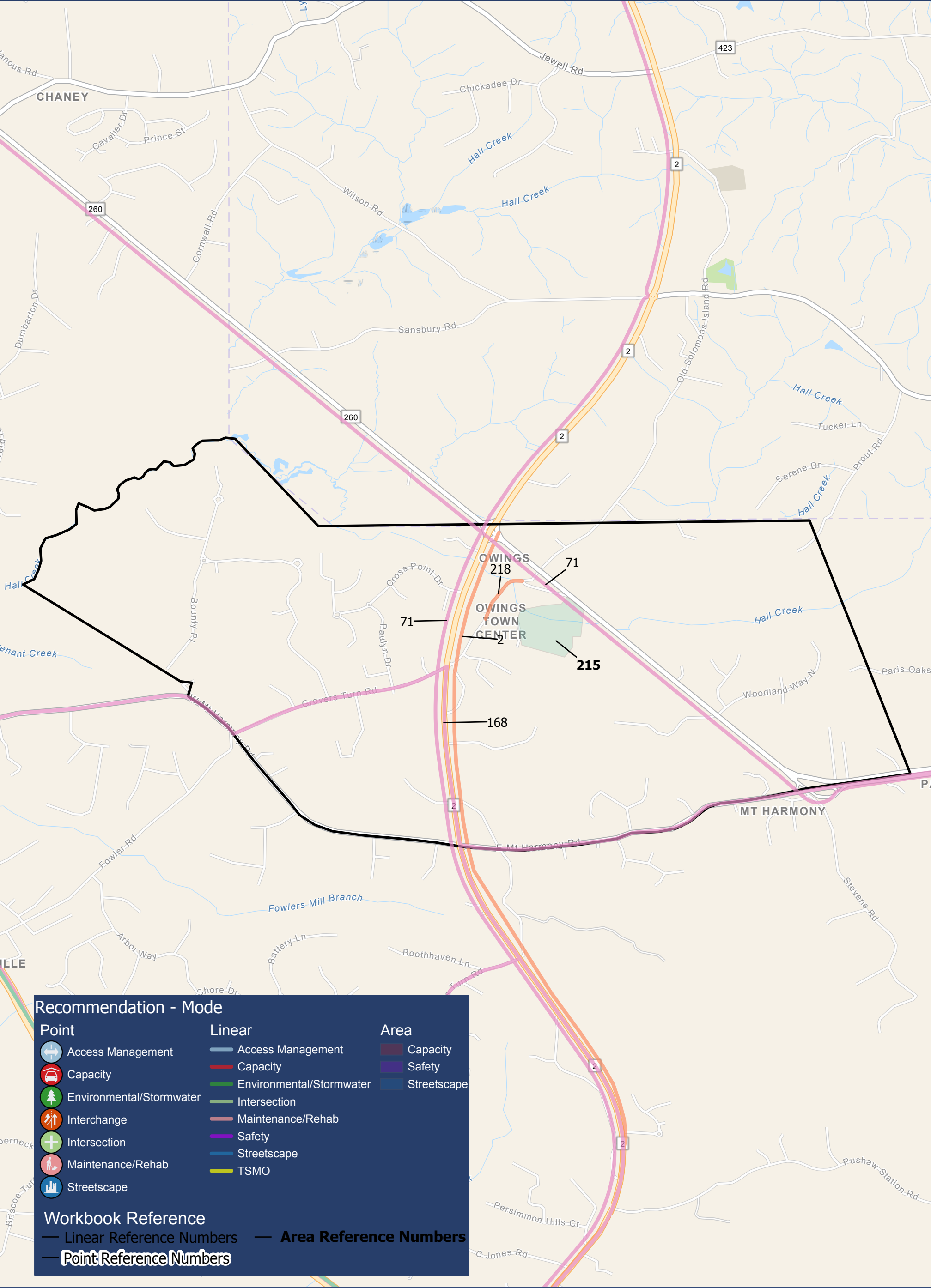




Calvert County Long Range Transportation Plan

Town Plans and Recommendations

Owings - Ped/ Bike/ Trail/ Transit

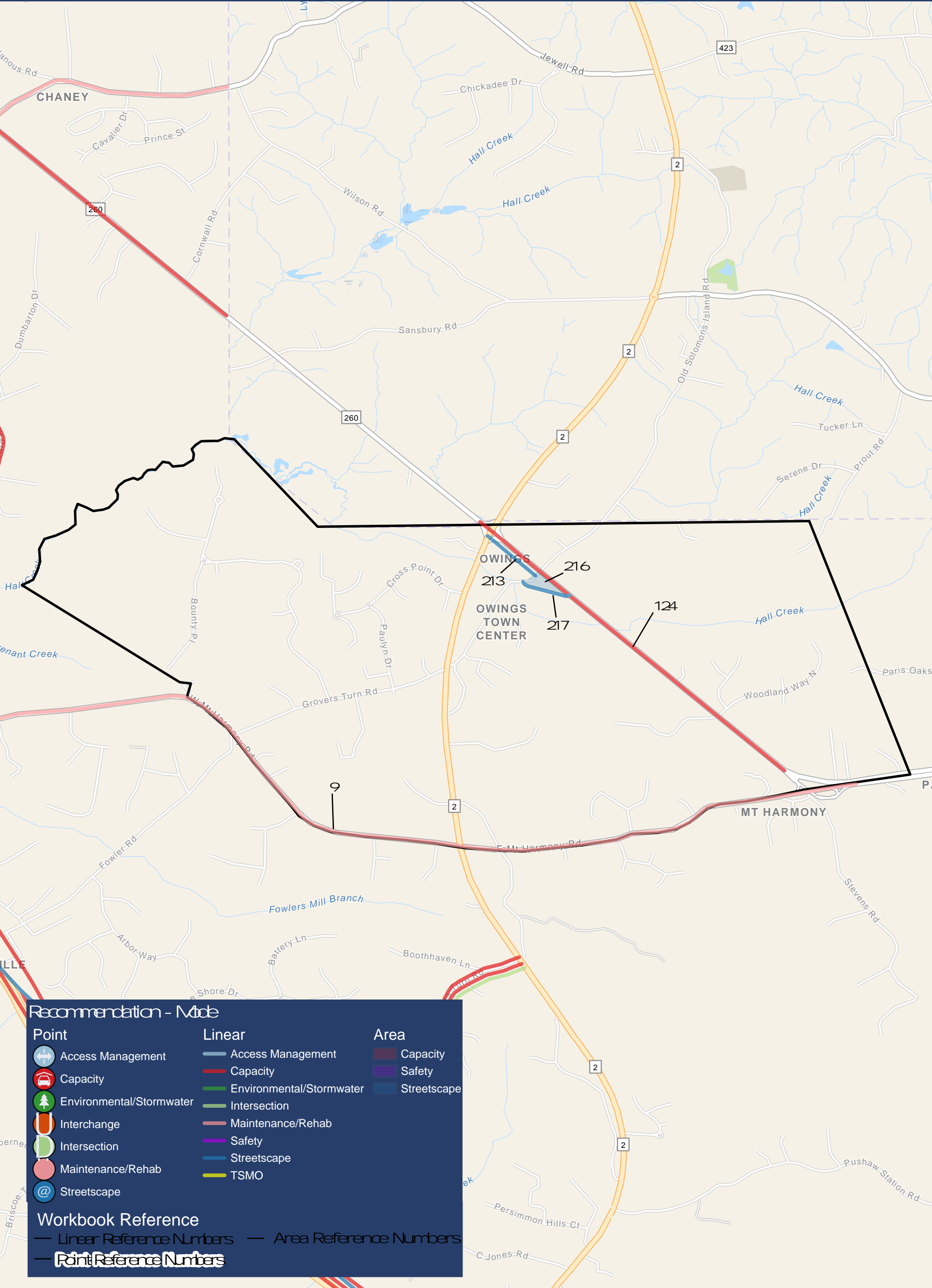




Calvert County Long Range Transportation Plan

Town Plans and Recommendations

Owings - Roadway

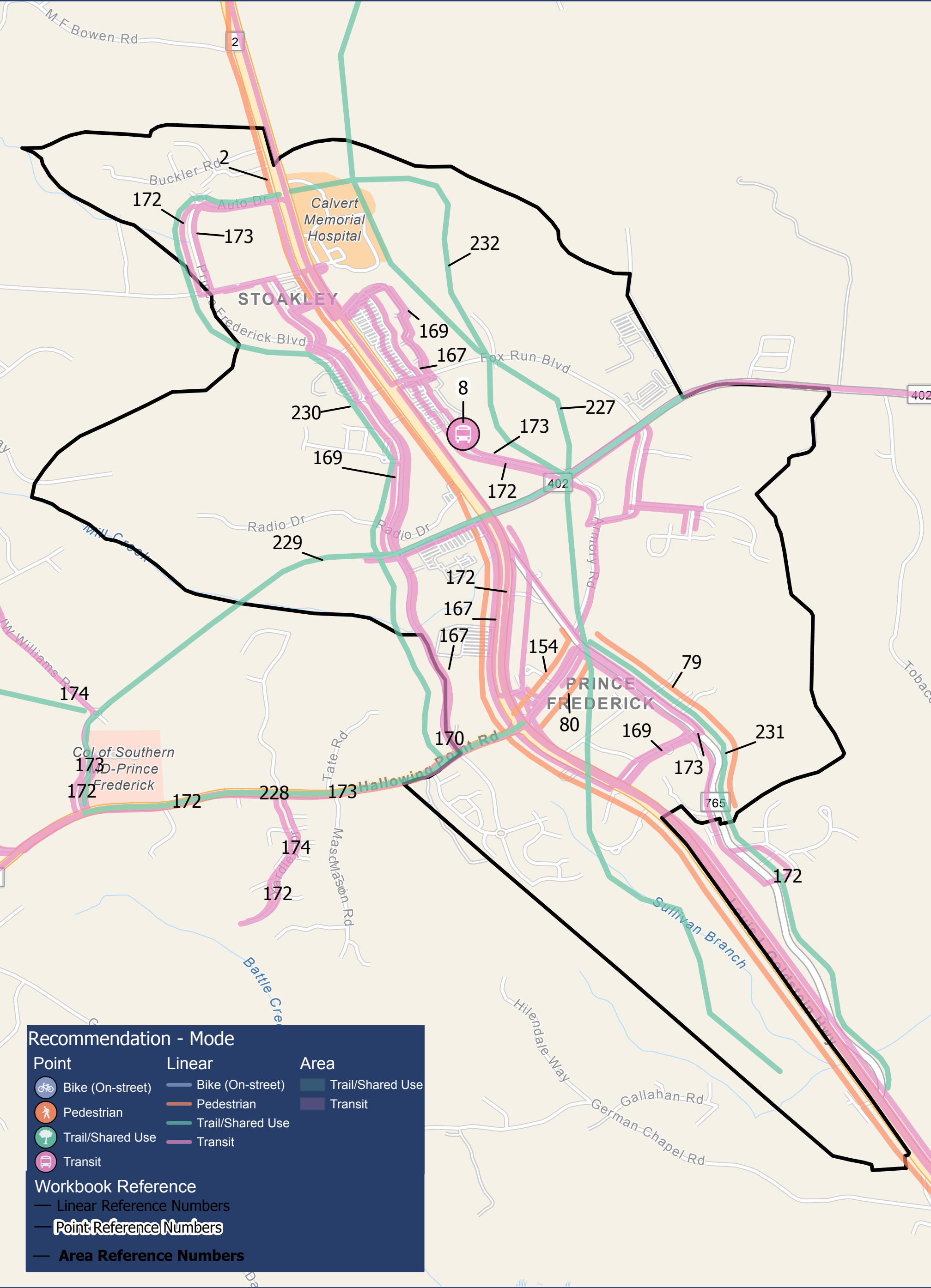




Calvert County Long Range Transportation Plan

Town Plans and Recommendations

Prince Frederick - Ped/ Bike/ Trail/ Transit

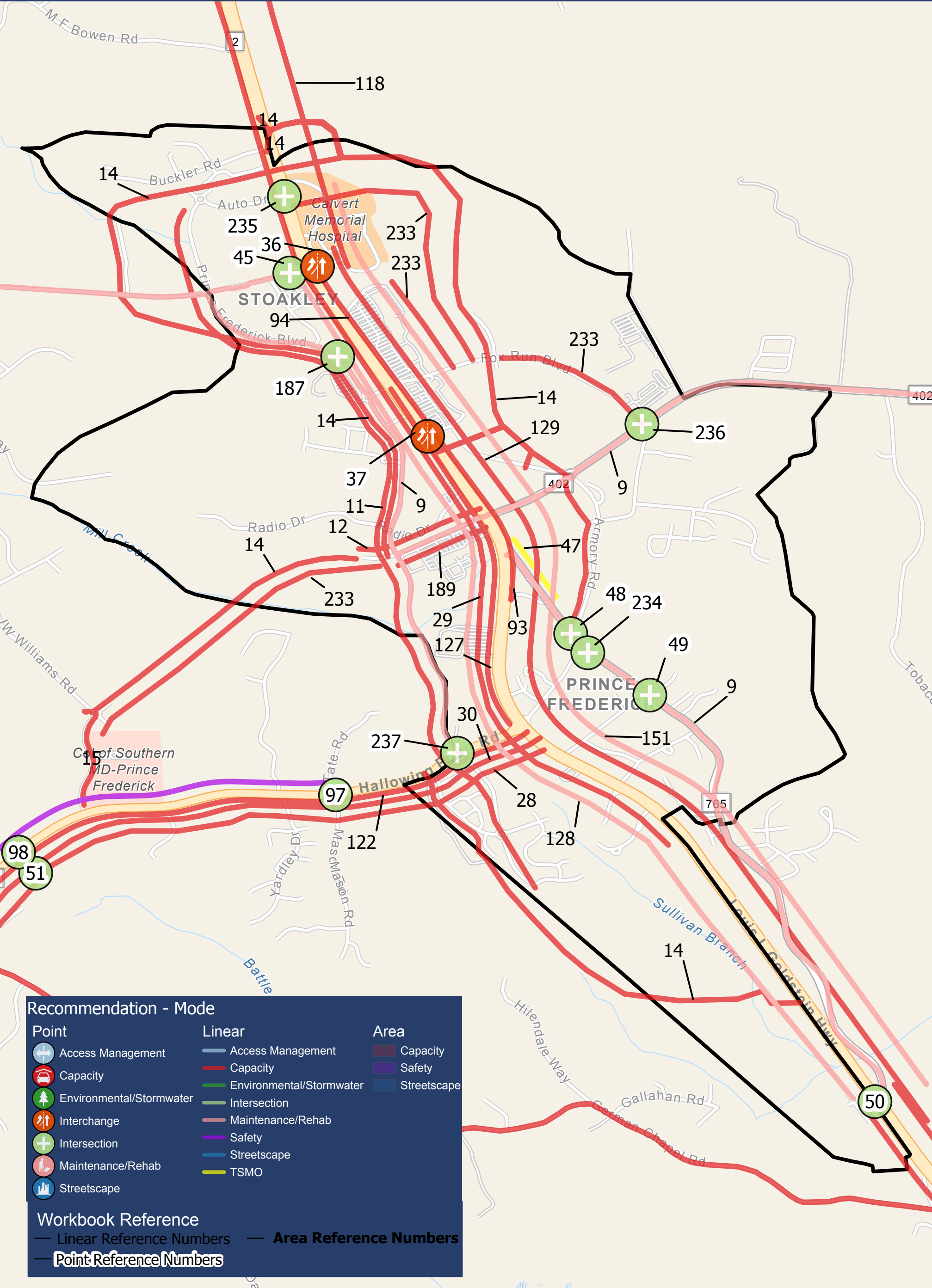




Calvert County Long Range Transportation Plan

Town Plans and Recommendations

Prince Frederick - Roadway

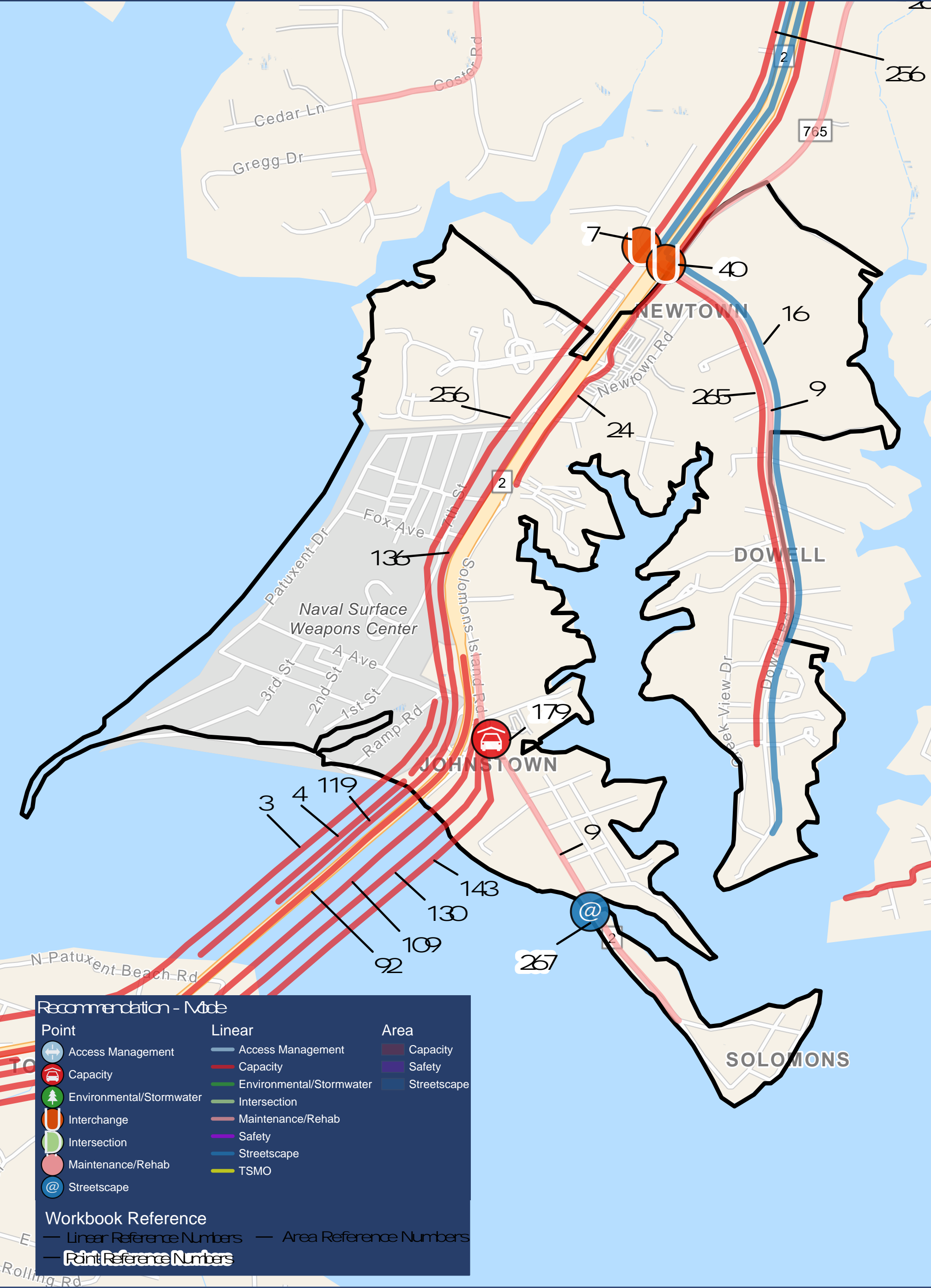




Calvert County Long Range Transportation Plan

Town Plans and Recommendations

Solomons - Roadway

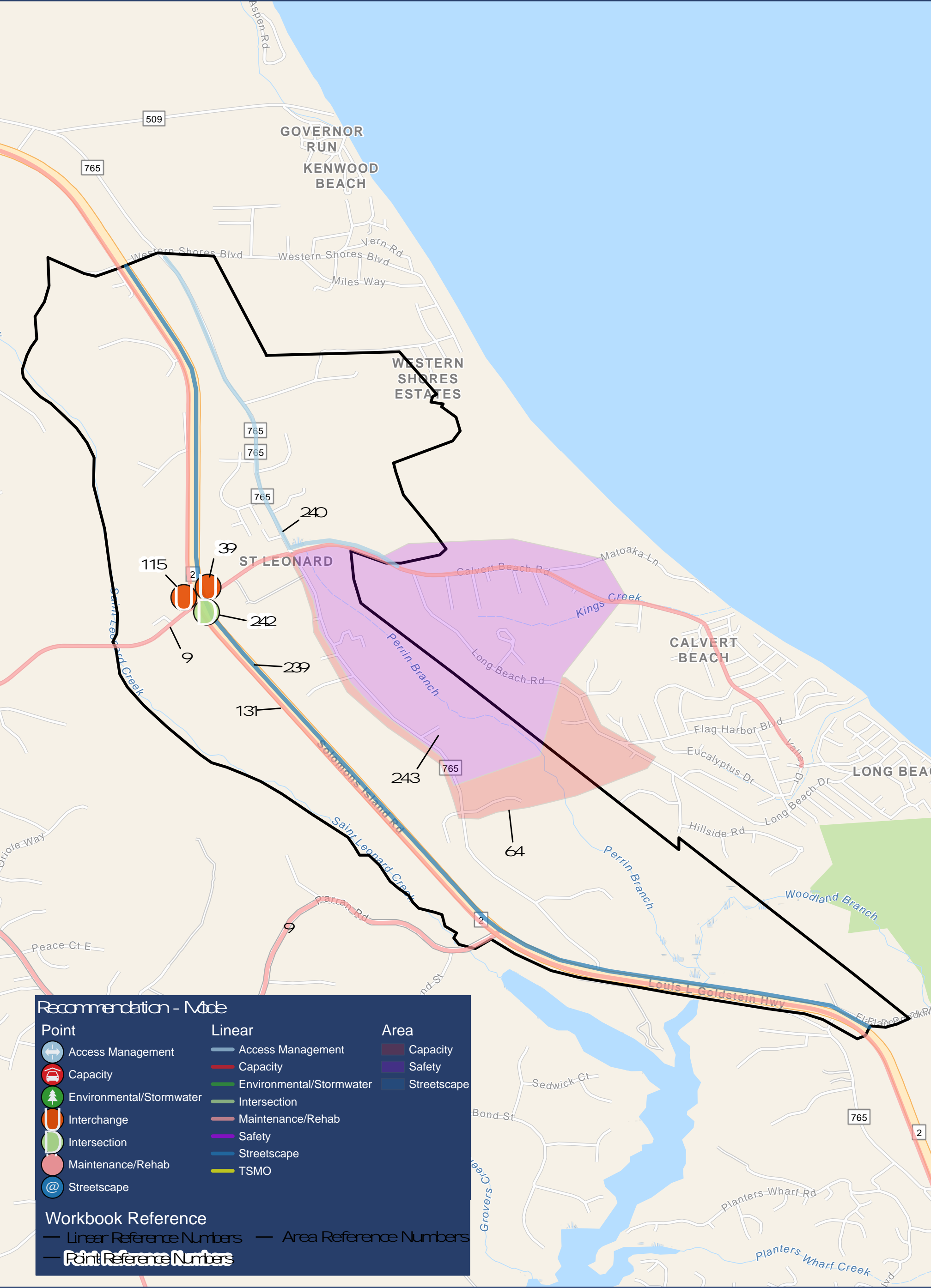




Calvert County Long Range Transportation Plan

Town Plans and Recommendations

St Leonards - Roadway





Calvert County Long Range Transportation Plan

Town Plans and Recommendations

St Leonards - Ped/ Bike/ Trail/ Transit

